

ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1986



Navy art collection
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The third U.S. warship to be equipped with the MK 41 Vertical Launching System (VLS) was christened recently at Ingalls Shipbuilding Division. The ship, to be named *Antietam* (CG 54), is the seventh of 13 Aegis guided missile cruisers under contract to Ingalls by the Navy. CG 54 also is the third U.S. Navy ship to be named in commemoration of the Civil War Battle of Antietam in Maryland.



ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1986 — NUMBER 829

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Covers

Front and back: "The Battle of Midway," an original watercolor for *All Hands* magazine by Michael Leahy, is part of our tribute to naval aviation's 75th anniversary.



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Motorcycle Safety

Story by Derek Nelson

At the foot of the pier stands a squadron of motorcycles, sleek and powerful. They're a fixture at Navy bases these days, along with the anti-terrorist barricades and the franchised fast-food restaurants.

The same motorcycles seem like horses tied up outside the bunkhouse. After work, the owners climb on and ride off into the night. They joke and jostle their way into town, probably bound for a couple of snorts of red-eye. They're in the mood to get a little rowdy.

All this is predictable and even understandable, but the cowboy/sailor analogy ends there. When a cowboy gets tossed out of his saddle, he usually picks up nothing worse than some trail dust and some ribbing. When a sailor sails off his motorcycle, he gets hurt. Last year, 1,241 sailors were injured badly enough in motorcycle accidents to miss work. Some were permanently disabled—81 died.

That represents only a small fraction of the Navy people at risk. "We figure that 10 to 15 percent of the Navy's population rides motorcycles," said Nevil Moore, head of the motor vehicle safety division at the Naval Safety Center in

Norfolk. That translates into roughly 60,000 riders. "They make up almost 40 percent of all the Navy's deaths from motor vehicle accidents," Moore added. Furthermore, they suffer nearly 50 percent of all motor vehicle-related injuries.

"There isn't a day goes by that we don't get a message about somebody busted up in a motorcycle accident, two steps away from death," Moore said.

The messages he refers to—Navy mishap and injury reports—are repetitive, graphic and, often, tragic. Over and over, they tell what happens when a motorcyclist doesn't drive defensively, drives while intoxicated, drives too fast—or all three.

A recent report described the death of a Navy cyclist from California. Just before midnight, he collided with a car that had stopped in traffic to make a U-turn. He hit the driver's door, flew over the car and traveled 25 feet. "The decedent had not registered his motorcycle on base and had not attended the motorcycle safety school," the report read. Investigators found a scuffed, nicked helmet at the scene. The rider had not been wearing it. The sailor would have sustained

some injuries from this mishap even if he had worn his helmet but the coroner said he would have survived.

Why so many accidents? Moore's answer was blunt. "They don't know how to ride motorcycles," he said. "They don't 'read ahead' in traffic, and they mix alcohol and speed with riding. A motorcycle is unstable to start with. You take a person who is unstable because he's been drinking, someone who can't make quick decisions and perform several activities at once, and you have trouble. You can do some foolish things in a car and get away with them," he said. "On a motorcycle, you do the same foolish thing and you may be dead."

Nevertheless, especially for younger sailors, the attraction of motorcycles is strong. They are a relatively inexpensive means of transportation, and they are fun to ride. Other attractions include "macho image, risk and speed," said Moore.

"The advertisements definitely push speed," said Engineman 1st Class Bill Davis, a motorcycle safety instructor attached to the USS *Roosevelt* (CVN 71) pre-commissioning unit. "They tell you that if you buy a motorcycle, you've got



to go fast. They don't push safety, that's for sure."

"I like the one that says 'Faster than a traffic summons,'" said Jim Filek, the Navy's chief motorcycle safety instructor. He shook his head slowly, and sadly recalled a recent report that told of a wreck in which the motorcyclist was traveling more than 110 miles per hour when he hit a bridge abutment. "He went 400 feet in the air," Filek said, "and lived three hours, too. Broke every bone in his body."

Filek investigated plenty of motorcycle accidents when he was a police officer, and perhaps can visualize them more clearly than most people. "I can put myself right at the scene," he said, describing a talent most of us would rather not have.

Filek came to the Naval Safety Center in 1979 as the first staff member devoted full-time to motorcycle safety programs. He has certified some 500 Navy motorcycle instructors since then.

Although motorcycle safety was already a top Navy priority in the late '70s, the statistics continued to paint a grim picture in the early '80s. Deaths in auto-

Motorcycle Safety

mobile accidents were decreasing, as were pedestrian fatalities. Yet the number of people killed on motorcycles was climbing, from 1.07 deaths per 10,000 Navy personnel in 1981, to 1.35 in '82, 1.52 in '83, and 1.62 in '84. One factor in the increase was a rapidly growing number of motorcycle riders. Nationwide, motorcycle registrations rose from 3.3 million in 1975 to 5.4 million in 1985. The Navy's increase in motorcyclists was probably steeper than that.

Finally, in 1985, the number of deaths per 10,000 personnel dropped to the 1982 level. The 14 percent drop was good news, but Filek isn't celebrating. "They should be down 62 percent," he said. "Two riders ran stop signs, hit cars, and were killed," he explained. "That should never have happened—they should be

alive. I read seven other reports about motorcycle riders who crossed into the wrong side of the road and ran head-on into cars. That leaves 72. Forty-one of those mishaps were single vehicle accidents. They died from their own mistakes—running off the road and into curves, trees, poles, signs, walls and parked cars. That leaves 31."

Filek shrugged. "If the truth be known, I'd say that only five or six of those deaths were totally unavoidable."

The Navy's primary tool in the fight against these accidents is a motorcycle safety course that combines classroom and on-range training and testing.

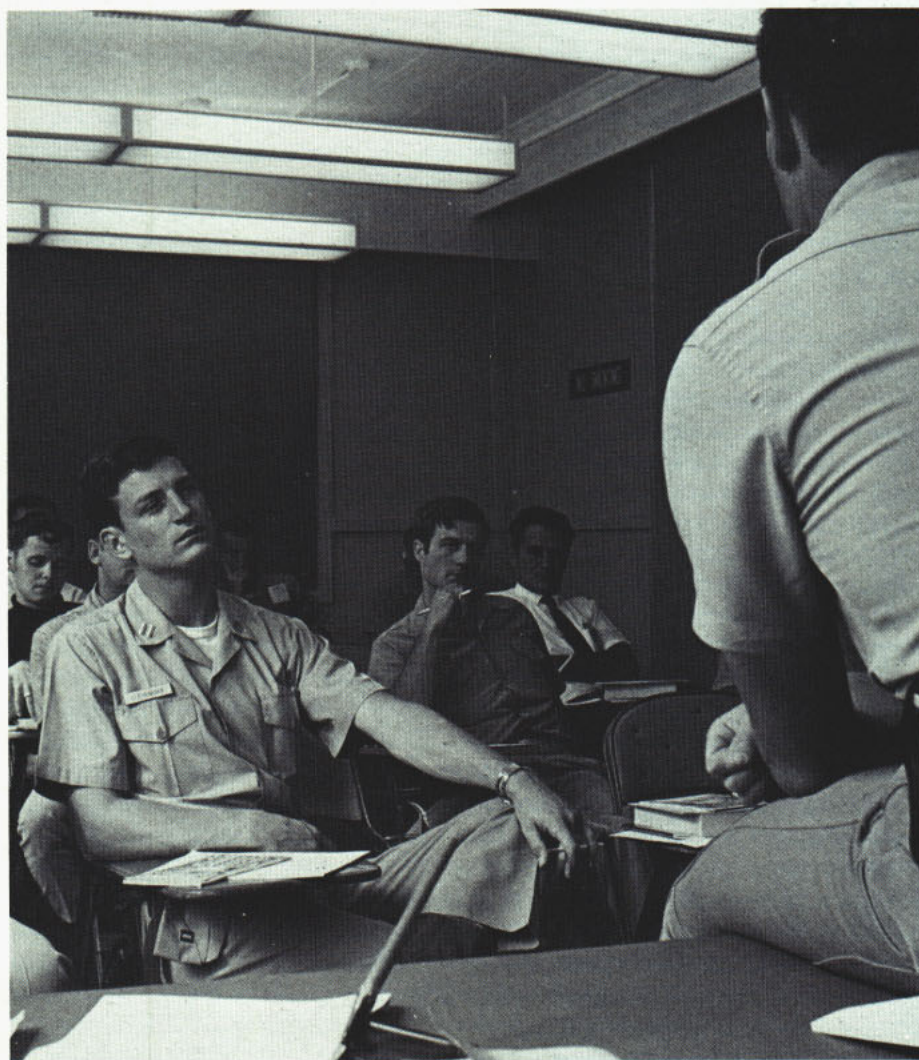
Davis, now a senior instructor, always starts his classes by asking students what they expect to get from the course. "At the beginning, about half of them figure

I'm not going to teach them anything," he said, "and that all they want is their card," which will allow them to get the sticker that in turn lets them on base with their motorcycle. "By the end of class, 90 percent tell me that they were wrong," Davis said. "I've never had anyone tell me it was a waste of time."

"What humbles them is the first time they go through the range skills test," Davis observed.

The range is an innocent-looking, cone-studded layout of circles, boxes and curves. It can fool you. "It's all control," Davis said. "Plenty of new riders are fine when it comes to straight-line riding, but not with maneuvers."

The range dramatizes the importance of knowing things like how to coordinate a motorcycle's throttle and clutch, and



how to counter-steer—in short, how to stay alive in traffic.

Davis' ship has had its own motorcycle safety course for about a year, making it one of the 125 active courses in the Navy. The deaths of two crew members in motorcycle accidents added impetus to the ship's effort to develop its own course. Other carriers have since been in contact, asking for guidance in setting up their own programs as well.

Given Davis' description of the average motorcyclist attending the course, Seaman Apprentice Ian Keller is a welcome exception. He recently took the motorcycle course and gives it high marks, but seems to have had an excellent attitude even before coming to the course. "I've had too many friends get messed up on motorcycles," he said. He has reason to

take bikes seriously. Riding legally and carefully is exciting enough, he said. When it comes to riding after drinking, or speeding, or hot-dogging—"that's not what motorcycles are for," Keller said.

Keller has been in the Navy less than a year, but had two years of experience riding dirt bikes in Florida as a civilian. He hadn't ridden for two years when he bought a motorcycle in Norfolk this winter. "I was planning on taking some kind of course," he recalled. "You can never learn enough."

"The drivers in this area . . ." he said, shaking his head. "It's hard to trust them. I didn't feel safe until I really knew how to maneuver my bike." There is no doubt, he said, that motorcycles are more dangerous than cars. "You've got to have eyes in the back of your head.

If you see a car stopped at an intersection, you've got to be thinking that it might pull out right in front of you."

He's exactly right—sooner or later one will.

Although some motorcyclists are violently opposed to helmet laws, Keller said, "I'd wear one even if there wasn't a law.

"I had a friend who was killed on a motorcycle," he said. "I was in boot camp when I got the letter. It hurt me a lot." Moore feels confident that the new version of the Navy's motor vehicle safety instruction, OpNavInst 5100.12C, will

You can't take your bike on base until you've passed a certified motorcycle safety course.



Motorcycle Safety

help make further reductions in the number of Navy deaths and injuries. It requires that motorcycle riders wear a helmet and other protective gear at all times, not just in accordance with state law. That provision should pay off in California, a state with year-round riding weather, no helmet law, and the highest number of Navy motorcycle deaths. The new instruction also requires all motorcycle owners to go through the safety training, whether they want to bring their

motorcycles on base or not.

The statistics are looking a bit better, but motorcycle safety is still a tough problem, any way you look at it. Keller seems to have learned some good lessons, but riders like him still aren't the norm.

"At the ages between 18 and 26, I don't think anyone really thinks about dangerous things or getting hurt," Filek observed. "Death is the furthest thing from a young person's mind. Some of them will see a friend wiped out and it

still won't occur to them that it could happen to them."

But it can and the Navy is working hard to see that it doesn't. Motorcycle safety training can help every Navy biker ride off happily into the sunset. □

Nelson is an assistant editor-in-chief for the Safety Publications Department. Photos by PH1 Russel A. Elder

Naval Safety Center

Story by Derek Nelson

In fiscal year 1985, 73 Navy people died in aviation mishaps and 72 aircraft were destroyed. It cost the Navy \$363 million. In that same year, 216 Navy people were killed in motor vehicle accidents while off-duty, representing nearly 60 percent of all accidental Navy fatalities, and nearly 2,500 others were injured. More than 12,000 Navy personnel and civilian employees were hurt in job-related mishaps serious enough to cause them to miss work. The Navy paid \$145.7 million in worker's compensation to injured and ill employees.

The Naval Safety Center's job is to help prevent accidents and solve a host of other problems just as costly and important. The Safety Center staff has helped the Navy make progress in many of these areas. Although motor vehicle mishaps cost the Navy nearly \$33 million last year, that total was down 19 percent from the year before. The aviation mishap rate is the lowest ever, roughly one-tenth of what it was when the Naval Safety Center started in 1951.

But problems remain. For example, 110 of the 121 Navy people killed in automobile accidents last year weren't wearing seat belts.



All the other mishap and loss statistics compiled and published by the Naval Safety Center represent similar specific goals for improvement.

The Naval Safety Center staff is carrying on the battle against hazards and mishaps on dozens of fronts. Aircraft mishap investigators sped to the scene of 44 crashes around the world last year. Safety survey teams visited 99 aviation units, 73 submarine commands and 146 surface ship commands. The records and data processing department received and coded thousands of mishap reports from fleet and shore units. They responded to an

average of 250 requests for information every month, and produced about 500 annual reports for various units, based on the information in the Naval Safety Center's computer banks.

Other staff members train safety officers and driving instructors. The Naval Safety Center staff includes analysts in all types of aircraft, experts in aviation maintenance and in surface ship and submarine systems, flight surgeons, fire protection engineers, industrial hygienists and specialists in system safety.

The Naval Safety Center is also a major Navy publisher, producing three magazines and three newsletters, for a combined total of 770,620 copies per year.

The staff of 300 is made up of 160 civilians and 140 military personnel. Rear Adm. Henri B. Chase took command last August, after a tour as deputy commander of Naval Military Personnel Command. Chase has repeatedly stressed that his goals are to better analyze the information gathered by the Safety Center, and to offer more meaningful and useful feedback to the fleet, all as part of the total effort to make duty in the Navy as safe as possible. □

PRIMUS

A new idea in military health care

Despite what you hear, *good* ideas do find their way out of Washington, D.C.

Take the program the Army recently embarked on. If all goes according to plan, it could result in you and your family receiving faster, more convenient medical care while saving the government money.

It all started when military medical clinics at Walter Reed, Fort Belvoir and other Army posts around Washington began reporting that they were unable to keep pace with the growing number of people requesting care. Cases were cited of patients waiting more than three hours to receive primary medical care—treatment for colds, fevers, sprains and other minor ailments—at overcrowded military clinics and emergency rooms.

When the Army Surgeon General, Lt. Gen. Quinn H. Becker, heard of the problem, he decided to test a new concept that called for primary health care facilities operated by civilian contractors.

The goal was not only to relieve overcrowding at military clinics but also to provide military members and their families with improved service by making medical care more accessible to them.

The result was PRIMUS—Primary Health Care for the Uniformed Services.

In October 1985, the first PRIMUS clinic opened on an experimental basis in Fairfax, Va.—a residential area in suburban Washington that has a large military population. The response was so great that two more clinics are scheduled to open in Northern Virginia this Spring. During the next five years, the Army plans to open 26 such facilities nationwide in areas with large military populations.



Just how good an idea is PRIMUS? Judge for yourself.

PRIMUS clinics are open 365 days a year—from 7 a.m. to 8 p.m. on weekdays and from 7 a.m. to 2 p.m. on weekends and holidays. No appointment is needed and the service, including medication, is free.

Anyone who is eligible for care at military medical facilities can use PRIMUS services. That includes active duty service members and their dependents as well as retirees and their dependents, regardless of service affiliation.

In addition to treating minor illnesses and injuries, these clinics also provide services such as school physical examinations, PAP smears and gynecological exams.

Because PRIMUS clinics deal only in minor medical problems, they are able to give faster service than many military clinics. Doctors even dispense whatever

medication they prescribe, which saves patients from standing in line at a pharmacy. And anything that saves time seems to sit well with patients.

Photographer's Mate 2nd Class Sheri Nelms-Thorsvik used PRIMUS when her daughter had a 104-degree temperature. She was in and out of the clinic, medication in hand, within 20 minutes—less time than it would have taken her to get to the nearest military clinic.

"It was great," she said. "The care was about the same as we would have received at a military clinic, but the convenience made a big difference."

Innovative clinics such as PRIMUS are expected not only to relieve the burden on military hospitals but also to save the government money.

Capt. Paul Mouritsen, of the Army Surgeon General's office, said contractors are paid a set fee for each clinic visit. "That fee is lower than the government share on the average CHAMPUS claim (for similar care)," he said.

The Naval Medical Command is evaluating the concept of contractor-operated primary health care facilities—a concept that already has high-level support in the Pentagon.

Dr. William Mayer, assistant secretary of defense for health affairs, called on the other three services to follow the Army's lead, saying PRIMUS is an example of the "innovative thinking and follow-through that is needed to improve the military health services system."

Who says *good* ideas never come out of Washington? □

—Story by JO1(SW) E. Foster-Simeon

Dave Rosenberg

Sharing ways to have a

Dave Rosenberg likes to share what he knows with other people—except when it comes to anything about himself. He introduces himself to his audiences as an ex-Navy man who served aboard USS *Monterey* (CV 26) during World War II. He also tells them he works as an intercultural relations specialist for the Naval Military Personnel Command.

But he never tells his audiences that he's traveled to more than 50 countries, speaks 10 languages, and has worked for the Navy teaching sailors and Marines about international customs and traditions for more than 25 years. He lets them figure that out for themselves.

Rosenberg grew up in an ethnically mixed neighborhood in Winthrop, Mass. His awareness of different cultures started at the age of 12 as a member of the local Boy Scout troop. He claims a person practically had to be a linguist just to pronounce the other boys' names correctly. Even now, he has several personal calling cards printed in English on one side and in another language—Japanese, Thai, Icelandic, Spanish or French—on the other.

He also played several instruments in a small orchestra which performed at German, Irish, Swedish, Greek, Italian, Jewish and Polish weddings. Most of his early experiences enriched his knowledge of foreign languages and customs which he now puts to use for the Navy.

Members of Patrol Squadron 45 filed into the NAS Jacksonville, Fla., theater for Rosenberg's intercultural briefing before their Bermuda deployment. Bermudan music blared out of loudspeakers.

Colorful flags hung from the ceiling. Hundreds of signs and language boards lined the walls.

The stout man on stage looked down at the items on the table in front of him, testing a noise maker, then showing off a wooden spaghetti measurer and other odd kitchen utensils. Wearing a blue guayavera (a short-sleeved tropical shirt) and brown slacks—common Bermudan attire—he looked as if he was on his way to a stroll along the beach rather than preparing to give an intercultural briefing. He peered through his plastic-rimmed glasses at the 250 sailors settling into their seats.

Suddenly, he shouted into the microphone.

"My philosophy is that these lectures are not just for overseas travel, but for getting along with people here at home, too. They're about leadership, command development, staff development, and knowing the right thing to do and where! They're about being human beings!

"I'm going to talk about *everything*! If you have a question, raise your hand or yell it out. The key to training is to *ask*!"

He picked up a kakir (Arabian head-dress), draped it over his head and secured it properly with a lagal (braided band). Looking like a Saudi Arabian, he said, "I wonder what you're thinking of a guy dressed up in all this stuff. I've had a lot of fun learning to do things *right*, and I want to share it with you. There's a lot of boredom and loneliness in the Navy. I could cry when I see people who don't know what to do or where to go when they're overseas.

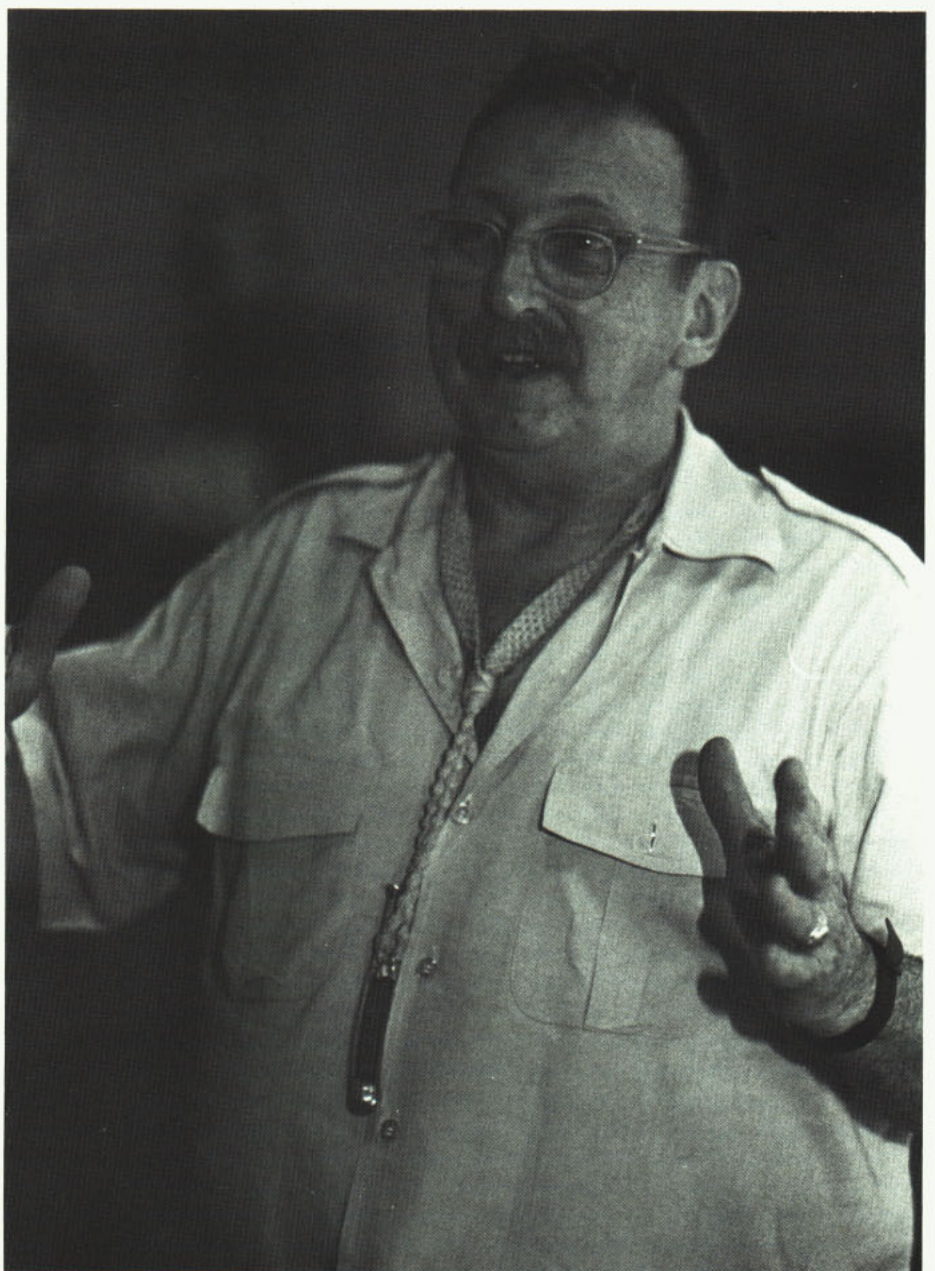
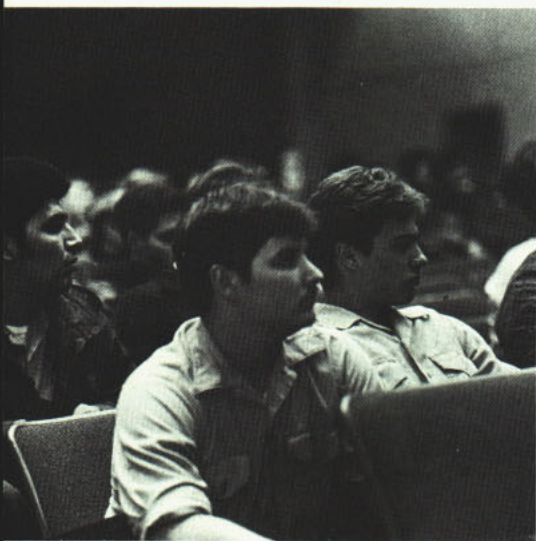
"There's so *much* to do!" His voice strained as he shouted louder. "But sometimes you want to be *so* good, you end up doing nothing—so you go down the drain with loneliness and boredom."

No one is bored at a Rosenberg lecture. He enjoys his job and he makes you enjoy it too. Rosenberg says he can't wait to go to work every day. He works 12- to 14-hour days with his assistant, Yeoman 1st Class Delores Hill, to prepare for these lectures with the fleet—East and West Coast squadrons and overseas stations.

He feels most people want to act right overseas but don't know how. He's aware of the troubles Navy people and tourists have in foreign countries and is doing



rewarding liberty



Dave Rosenberg

something about it: teaching local customs and courtesy.

His lectures on intercultural trivia and tips on proper behavior have been compared to a nightclub act. He kept VP 45 squadron members spellbound with his unpredictable, fast-paced performance. Some of Rosenberg's lectures have lasted up to five hours, since he includes small bits of information on many countries, not just the country his audience will be going to.

"I want people to be motivated to learn about the world. I hold their attention

by changing the subject often, because I know everybody wants to hear something different, and especially something that applies directly to them."

ZZZZZRRRRRIIINNNGGGG!
"We're right on schedule," he told his audience. "I've got alarm clocks up here to keep me on track."

He picked up a hammer. "I'm going to talk about toilets." BANG! He slammed the hammer down. "I'm going to pass out food," he yelled as he threw hard candies and nougats into the surprised audience.

"People are afraid of two things when going overseas: food and toilets.

"In Bermuda, where they speak British English, the commode is called the 'loo' or 'WC,' for water closet. And it has the old-fashioned pull-chain. Pull it and it flushes. But when you get to Iceland, *you* try to figure out how those toilets flush. You just pull the little knurled knob up—simple! But some urinals have electric eye flushers—just walk away and the toilet flushes—good idea!"



After more of the straight scoop on toilets, discussions about sanitation devices in Bermuda, and related discussions and tips, Rosenberg abruptly changed tactics and started clapping and marching.

"Now come on, stand up! I know it's warm in here and you're sticking to your seats. Up everybody. Now stand up straight and clap. Clap like this: one-two-three-four; hey-dip two-three-four! Now let's start marking time in place." He marched his 200-pound, 5-foot-9 frame around the stage and clapped "One-two-three-four! Hey-dip two-three-four!"

Loud bursts of clapping hands and pounding feet echoed through the auditorium for several minutes, before he had his audience sit down again and continued the briefing.

Rosenberg held up traffic signs (which he made in his studio/office) to show how they varied in different countries and explained what to expect in Bermuda.

BANG! BANG! BANG! Shots from a starter's gun startled the audience as Rosenberg signalled a change of subjects: proper dress, good restaurants, night clubs, drinking water, money, elevators,

bike safety, shopping and sports. He told the audience how much to pay for a cab, how to find dates, what to watch for in customs, at the beaches and in night-clubs. He covered geography, history, and tips about the local people.

"*Courtesy!*" he screamed. "In British ships, everyone says, 'Thank you very much, thank you, right o'!"

"In the British Navy, they may hate each other's guts, but at least they say 'good morning' and 'thank you very much.' It doesn't hurt. People need to feel appreciated."

He threw the important things to know in with the apparently trivial, "sneaking" in valuable information. Then, shifting again, he hit on personal interests to encourage sailors to get out and *do* things.

"Any scuba divers here?" He waved his arms as he chanted, "I hereby make you—encyclopedia-brittanica-magna-carta-charge-accarda—all scuba divers. This is your chance of a lifetime!" He shared tips about what equipment to buy or rent for scuba diving, a popular recreation in Bermuda.

He gave the sailors what he called "ideas on conversational ammunition"—showing them how to initiate conversations with people on any occasion.

To make his point, Rosenberg picked up a furry toy animal and placed it on his shirt. He jumped and squealed as the animal leaped toward his face. The animal got its "life" through a hidden spring.

"It takes practice to make it look real! It's a skill to learn and share with others," he told his giggling audience. "You don't have to say much," he said, "but just make the animal *look* good!"

How else to meet people?

"Get a map and look lost—in a decent part of town," Rosenberg suggested. "You'll be surprised how helpful people will be."

"Try a few magic tricks," he urged as he held up two large playing cards. Making an elaborate hand motion, he chanted, "I hereby make you—encyclopedia-brittanica-pebeco-oleo-marga-

rine—all magicians." He proceeded to demonstrate the card trick—another conversation starter.

ZZZZRRRRRIIINNNGGGG!
"We're right on schedule. Learning about people is fun, but learning about yourself comes first," he continued. "Before you can be of service to others, you have to have health, self-reliance and personal skills. And you have to respect *other* people's rights and appreciate *their* skills."

"OK now, let's all stand and clap. I know you need to loosen up. Start clapping! One-two; one-two-three. One-two; one-two-three."

"When people in Turkey are pleased with something they clap this way: one-two; one-two-three." He started singing: "One-two; one-two-three; One-two; cha-cha-cha. That's the cha-cha-cha and it's coming back in Bermuda and in discos everywhere."

Three and a half hours had sped by and his audience knew they had been well-entertained. What they may not have realized is that this fast-paced man had given them some unique lessons on life, and how to have fun overseas *and* in their own home port! But maybe they'll realize it the next time they go on liberty.

His enthusiasm is obvious, but how does he keep it up after all these years?

In an article he published a few years ago, Rosenberg quoted an old Spanish phrase: *La vida es sonar—es explorar—y es compartir*. (Life is to dream—life is to explore—life is to share.)

He wrote, "We all dream of things we would like to do, to accomplish, things we would like to come true. And we have found that they won't come true unless we work at it—explore, attack the project, dig, find out, study, try again. It takes effort to achieve that dream... And then—what good is it, if we don't share it?"

Dave Rosenberg shares his world with anyone who wants to learn. And he has fun doing it. □

—Story and photos by Candace Sams



Overseasmanship

Tips from Dave Rosenberg on making your trip better for you—and for

• **Prepare for your trip**—A ship's library will have travel books, encyclopedias and magazines for background material on the port you'll be visiting. Share this information with shipmates through the newsletter or on the bulletin board. A copy of official language guides will come in handy.



• **Learn the language**—Try to learn the local language. Speak slowly. There will be people who know English, but it's a mark of respect if you make a conscientious attempt to use the native tongue. Learn enough to at least pronounce the name of the port you are in the way the local people do. As a start, learn how to say "hello," "thank you" and "good-bye."



• **Have fun eating**—Take advantage of local specialties. Get out your language guidebook and practice the "please," "thank you," "delicious," and "more" routines. Go easy on any items you're not used to. Listen to the advice of the ship's doctor on local water, milk, fresh fruit and vegetables, then *use tact* in refusing such items. Order bottled water

and other recommended substitutes if you're unsure of local drinking water. Don't casually leave a lot of food on your plate, especially in an area that has a food shortage.



• **Use dollar sense**—Change your dollars into local currency at authorized agencies, banks or large hotels. Traveler's checks are best for paying large amounts. Overtipping is unnecessary. Be discreet with your money—don't tempt pickpockets or muggers.



• **Visit people**—If you are fortunate enough to be invited to someone's home, bring a gift. Stock up on inexpensive gifts before you leave the United States.



• **Meet people**—The common ground of your job is one good way to build friendships with local people. If you're a machinist's mate, look up the local machine shop to exchange ideas. Cooks aboard ship can ask permission to talk with restaurant and hotel chefs. Medical corpsmen will be welcomed by local hospital personnel.



• **Exchange information and learning**—A good way to build friendship is to let the local people know they have something to offer you. Set up a magazine exchange with someone, for example. If you're stationed in one spot for awhile, take advantage of local educational opportunities—music, language, sculpture, scientific and technical studies.



• **Dance the right step**—This is a natural way to get to the heart of the people. Our own rock-n-roll has been adopted in many areas—in exchange, find someone to teach you some of the strange but simple traditional dance steps; for example, Greek syrtos, Spanish sardana, schottische of northern Europe, Arabian dabke and the universal polka. Don't be surprised

intercultural relations.

to see some groups doing American square dances.



• **Dress right**—If you're allowed to wear civilian dress, avoid the "tourist" look. Eccentric clothes and flashy shirts are out of order in some areas and may arouse criticism.



• **Traffic**—Familiarize yourself with local driving habits, signs and symbols whether you will be driving or not—for safety's sake. Keep an eye on cyclists, kids and old folks—just as you do at home. □



McRabbey

'It ain't braggin' if you can do it'

Born during World War I to German immigrant parents, Dave Rosenberg spent his childhood and his teenage years in Winthrop, Mass. He attended New Haven Community College in Connecticut. Later, while holding down three jobs, he attended the Massachusetts School of Art, studying with private tutors in portrait painting and air-brushing. He was an apprentice wood carver, letterer and stained glass worker at the Florentine Art Guild. He soon had his own studio as a portrait painter and commercial artist.

At the beginning of World War II, he was a scientific illustrator for the Massachusetts Institute of Technology before enlisting in the Navy. At the end of the war, he worked for *All Hands* magazine as a civilian writer, illustrator, photographer and art director. He contributed articles and illustrations regularly, including centerfolds on nucleonics, flags, the phonetic alphabet, semaphore, morse code, how to tell weather changes by clouds, the history of aviation, submarines, and the naval uniform. He also worked with the *Navy Chaplain's Bulletin* and the *Naval Reservist* magazine.

In the 1950s, Rosenberg rode several ships as a civilian writer and photographer for *All Hands* magazine. His sea stories today recall the times he's shared with sailors and Marines as they found ways to enjoy liberty in foreign ports.

For the next 25 years, Rosenberg worked in intercultural relations for the Naval Military Personnel Command, ultimately becoming director of that program. His office comes under the Leadership and Command Effectiveness Division for the Human Resource Management Program in NMPC. His office's goal is to provide intercultural training for the Navy and Marine Corps people and their dependents, in order to reduce any adverse impact of an overseas en-

vironment on an individual's effectiveness and to make leave and liberty more enjoyable. A related goal is to develop and maintain positive relations between the Navy and the countries in which Navy people live and work.

"It ain't braggin' if you can do it!" He voices the old adage to encourage Navy men and women to develop their potential and share their talents with others. He said that by learning about other cultures and sharing their leisure activities, customs and traditions, people can appreciate other people as well as have a better time.

To support this, he writes, produces and hosts Navy films and intercultural briefing videos for Navy SITE television.

He's also appeared on "What's My Line," "To Tell The Truth," and "60 Minutes," which described his "overseas-manship" program as the most cost-effective program in the armed forces. He's briefed White House staff members, government agency personnel, college students and reservists.

For more than 40 years, Rosenberg has been active in civic community and international programs. He has been director of folk festivals all around the nation, cultural program chairman for the President's Christmas Pageant of Peace since 1954, coordinator of the 1981 presidential inaugural ball, intercultural relations advisor for Sister Cities, founder and officer of the North American Council of Bavarian Dancing Groups, and a life member of the Eagle Scout Association. He's been a four-time Department of Defense finalist for the Rockefeller Public Service Award.

He's also won numerous Navy Superior Civilian Service awards, and was honored with the Federal Republic of Germany Distinguished Service Cross, 1st Class, for his service in the interest of intercultural understanding. □

F-4 Phantom

End of an era

Story by JO2 Ron Vanasdlen

A major event in the history of naval aviation was recorded early Tuesday, March 25, aboard USS *Midway* (CV 41). The final F-4S *Phantom* fighter to be launched from a U.S. Navy aircraft carrier was catapulted across the "Big 41" for the last time.

Lt. Alan Colegrove, pilot, and Lt. Greg Blankenship, radar intercept officer, flew Fighter Squadron 151's *Phantom* 210 off the deck of the carrier at

9:12 a.m., marking the end of an era that spanned more than three decades. The historic fly-off occurred as *Midway* conducted flight operations in the East China Sea about 100 miles south of the Republic of Korea.

The F-4Ss of VF 151 and VF 161 were the last *Phantoms* in the Navy's inventory, serving aboard 13 operational aircraft carriers. Carrier Air Wing 5 is slated to receive the Navy's newest and most

sophisticated aircraft, the F/A-18 *Hornet*, following modifications to the ship during its next yard period.

"With this fly-off we have witnessed the end of an era, that of an aged but still most effective fighting machine, the F-4S *Phantom*," said Capt. Riley D. Mixson, *Midway*'s commanding officer.

The *Phantom* had been the tried and true airplane for Navy aviators for almost 30 years, but that chapter of naval



Photo by PH3 David Weideman

aviation history has ended.

Carrier Air Wing 5 Commanding Officer, Cmdr. Tim Beard, said that since the F-4 was first introduced to the Navy, it has broken several world records. In 1961, the afterburning engines powered the aircraft to a speed record of mach 2.6—1606 miles per hour. At this speed, the lengths of eight football fields pass beneath the *Phantom* every second, and 27 miles are covered every minute.

In 1958, the F-4 set an altitude record of 98,537 feet—18 miles above sea level—where the atmosphere is so thin the sky becomes dark and stars can be seen in daytime.

The *Phantom* also set a record for rate of climb, surpassing 49,000 feet per minute, a rate of more than 830 feet per second or 560 miles per hour—straight up. By far, the aircraft's most impressive record, however, is its low altitude speed of 902 miles per hour in level flight. In an era when aviation records were broken monthly, the *Phantom* holds the low altitude mark to this day.

The F-4 was the first aircraft flown simultaneously by the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds flight demonstration teams.

"It has earned its way through and will continue to do so for several years," Beard said, referring to the fact that the Marine Corps will still be flying *Phantoms*. "The capabilities of that jet have paid off in many ways for the Navy, and I do hate to see it go."

Cmdr. John Patton, commanding officer of VF 161, is a former Blue Angel and has flown F-4s for 16 years. He has logged more than 3,200 flight hours in the *Phantom*. In his opinion, there couldn't be a finer airplane.

"F-4 has been a strike fighter since 1961 when it became operational. We carried all the ordnance everybody else had, plus we did the fighter missions. There's probably not a fighter around that can do the mission better than the F-4."

Patton said that after a few years, "people will look back and say 'I got 500 traps' or 'I,000 traps in the F-4'—it's

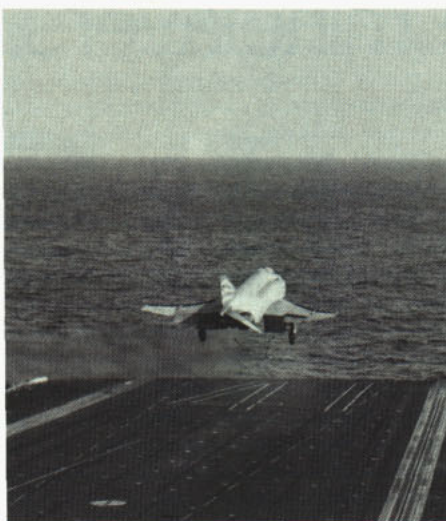


Photo by PH3 Scott Guido

something to be proud of."

The squadrons also have an impressive history using the jet. VF 161 was the last ace squadron of the Vietnam War. While flying off the *Midway* in F-4Js, the squadron shot down the last MiG in that war.

Last year, when *Midway* spent the summer in the Indian Ocean, the squadrons did not have any accidents, even when conditions seemed most unfavorable, with a pitching deck and low visibility.

"It's a tribute to the pilots and radar intercept officers. I'm really impressed with something like that," Beard said. Over five years of flying the jet and 20,000 hours of accident-free operation have helped make a great record for the squadrons and the F-4.

The airplane leaves VF 151 and VF 161 to return to the United States. Some of the planes will go to the desert for preservation, two are marked for VX 4 Pacific Missile Squadron at Pt. Mugu, Calif., several will go directly to the Marine Corps, and nine or 10 will go to NAS North Island, Calif. for a little work and refitting and then to the Marine Corps. It is expected that the Marines will continue to use the jets until the 1990s.

At least 12 foreign countries use the F-4, and it is expected that they will use the jet well into the next century.

"No other airplane we've had in the Navy's inventory has been able to last

that long. The A-6 is getting there, however," Beard said.

This is also a new chapter in *Midway's* aviation history book. That chapter will be titled "The F/A-18".

The squadrons' pilots will be training this summer and will take the new planes back to *Midway* later this year.

"We look forward to having the F/A-18. This will add another dimension to Carrier Air Wing 5. The F/A-18 is designed specifically to be a single-pilot jet and it is highly capable with one man. It embodies so much of the newest technologies," Beard said.

The F-4 had high top speed, quick acceleration, and a two-man crew that offered an extra pair of hands to operate the radar and an extra set of eyes to watch for Soviet *Badgers*. All these elements made the F-4 a most desirable jet to fly.

Cmdr. Bud "Thunder" Taylor, commanding officer of VF 151, has 4,579 flying hours, with 1,450 of those hours in the F-4. He described piloting the F-4.

"It grows on you. It smells like an airplane, it makes a lot of noise, vibrates, goes fast, it's real loud. You put it on like a glove. I'll never forget the airplane and it will always have a soft spot in my heart."

Taylor explained that the upgrading to the F/A-18 is necessary when you consider the technology of the United States and the Soviet Union, "It only makes sense to upgrade," he said.

Taylor's love for the jet is easy to understand. The Vietnam veteran pilot flew 150 missions in the *Phantom* and was pleased with its dual engines, two seats, its speed, the survivability of the jet and the normal comfortable feeling of the jet doing its job.

"I hope that the traditions established with the F-4 will continue with the F/A-18. We are really excited about the F/A-18 and bringing it to *Midway*."

"Still, I would not hesitate to take the F-4 into war tomorrow." □

Vanasdlen is assigned to USS Midway (CV 41).

Yankee minelayers of 1918

North Sea mine barrier

The “biggest ‘mine planting stunt’ in the world’s history” was how Rear Adm. Clinton-Baker, head of British minelaying forces in World War I, described the North Sea Mine Barrage of 1918. The ‘stunt’ was carried off by the U.S. Navy’s Yankee Mining Squadron in a joint effort with the British Navy. Their mission: to stop German U-boats near the Kaiser’s North Sea bases before the wolf pack had the chance to scatter along the sea lanes and prey on Allied shipping.

British forces were in full support, but U.S. ships were the backbone of this minelaying, which lasted from June through September 1918.

The operation was, up to that time, unprecedented in its scope. Capt. Reginald R. Belknap, Yankee Squadron commander, outlined the mission as “setting a barrier of high explosives across the North Sea—10,000 tons of TNT, 150 shiploads of it, spread over an area 230 miles long by 25 miles wide and reaching from near the surface to 240 feet below, with 70,000 anchored mines, each containing 300 pounds of explosives, sensitive to a touch, barring the passage of German submarines between the Orkneys and Norway.”

The scheme to mine the North Sea in such an all-encompassing manner was broached to the British Admiralty shortly after America’s entry into the war in 1918. Assistant Secretary of the Navy Franklin Delano Roosevelt early on had

envisioned this solid wall of mines extending from Scotland to Norway and strongly endorsed such an adventure. President Woodrow Wilson wondered, “Why don’t the British shut up the hornets in their nests? We are hunting hornets all over the farm and letting the nests alone.”

Yet, despite these endorsements and entreaties, initial British response to the project was negative. The idea of mining an area of 230 miles—the distance between New York and Washington—seemed impractical due to the vastness of the area to be covered, depth of water and, most importantly, the lack of effective mines. The British Admiralty estimated that at least 400,000 mines would be needed to make up the blockade.

For American naval planners, the size of area and deep water would not be major stumbling blocks if a more efficient mine could be developed. The Bureau of Ordnance set out to find such a mine.

The bureau’s search was not long underway when Ralph C. Browne, an electrical engineer and inventor from Salem, Mass., presented the bureau with a submarine gun he had developed for naval warfare. Although the gun wasn’t considered practical for Navy use, the weapon contained an electrical device that had excellent potential for expediting the design of a more sensitive mine.

Working closely with Browne, the bureau was able to design a firing

mechanism that would make the innovative antenna mine possible. Unlike mines then in use, the antenna mine did not have to come in solid contact with a ship’s hull to explode. Projecting from the mine were long wands or antennae which, when merely brushed by a ship, would detonate. This characteristic gave the mine a wider range of destruction, which meant fewer mines could be used to cover a specified area.

The British Admiralty was apprised of the new development and its members were given a chance to see the mine tested. They were so impressed by its potential that they abandoned all previous objections to the North Sea barrage plan and enthusiastically committed the British Navy’s available resources to the effort.

The U.S. contingent taking part in the combined operation was under the control of the U.S. Mine Force, Atlantic Fleet, Rear Adm. Joseph Strauss commanding. Strauss, an expert on naval ordnance, was former chief of ordnance and inventor of superimposed gun turrets, which became a standard aboard U.S. Navy ships. Before assuming his duties as Mine Force commander, Strauss had been commanding officer of the battleship USS *Nevada* (BB 36).

Strauss established his headquarters at Inverness on Inverness Firth, located in the Scottish highlands. The Yankee Mining Squadron, made up of the cruisers

USS *San Francisco* (C 5), USS *Baltimore* (C 3) and 10 converted merchant ships, was led by Squadron Commander Capt. Reginald R. Belknap and was based at Inverness and Invergordon. The British minelaying forces operated out of Grangemouth, near Rosyth, on the Firth of Forth.

The ships of the Yankee Mining Squadron arrived at their bases of operation on May 26, 1918, and on June 7 began the first of what would eventually total 13 minelaying "excursions." These would continue for 10-day intervals through September.

Special excursions by both U.S. and British units to reinforce weak spots in

the barrage were sometimes required.

Despite fog and adverse weather, the Yankee Mining Squadron was on station night and day in their specified area of operations. The Navy movements were carefully coordinated with those of its British counterparts. Remaining in a line abreast at a speed of 12 knots, the squadron was capable of laying mines at the rate of five per minute and as many as 5,000 in a single day.

All minelaying was run on a strict timetable to ensure that when one ship finished planting its mines, another would immediately begin. The mines were launched from the stern ports of each ship and had a 9-foot drop from the

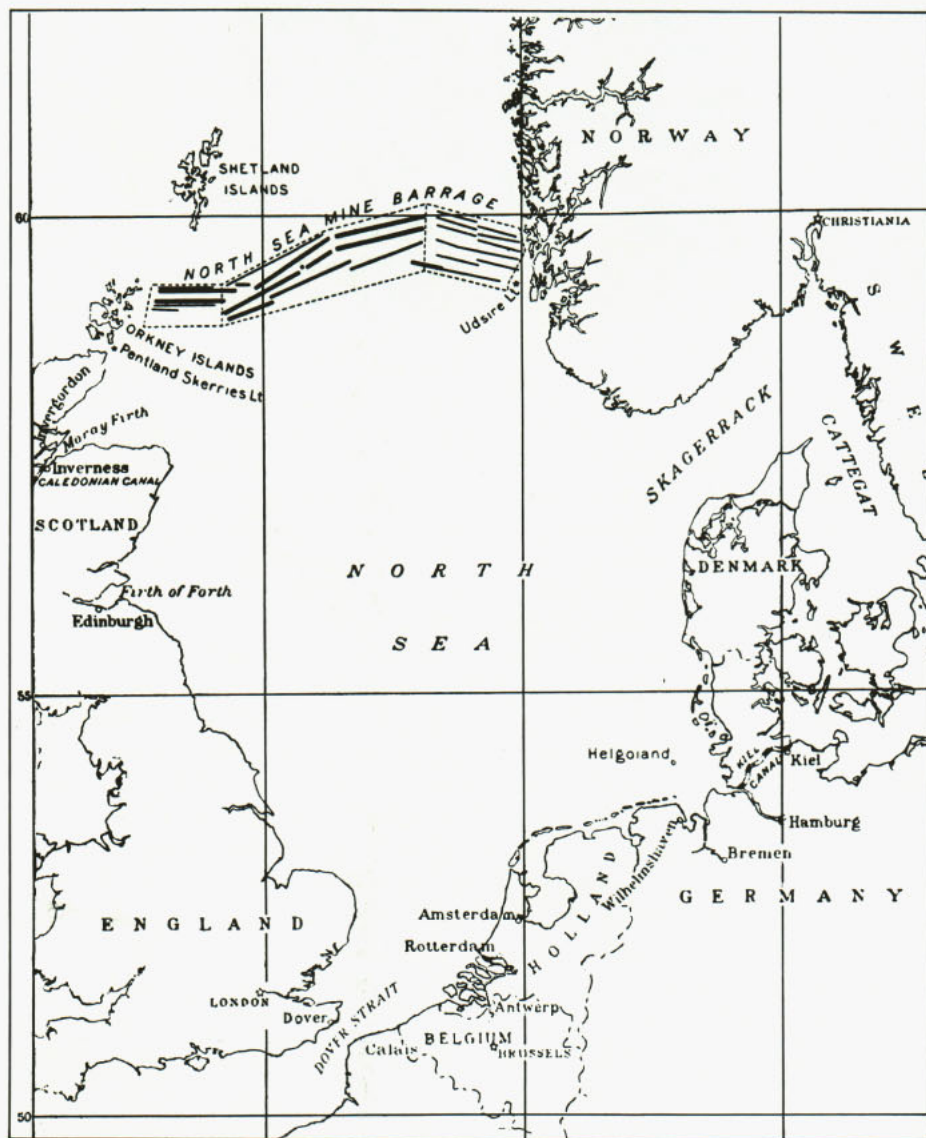
tracks to the water. One ship of the squadron, USS *Housatonic*, set a record by dropping 675 mines without interruption, one every 11 seconds, during 2 hours and 10 minutes, setting a continuous line of mines 28 miles long. On another occasion, USS *Canonicus* planted 860 mines in 3 hours 35 minutes, forming an unbroken line of mines 43 miles long.

The mines were spherical and one yard in diameter. Each mine was moored to an anchor that was a box about 30 inches square, connected by a wire cable about 3/8 inch in diameter. The entire system stood approximately five feet high and weighed 1,400 pounds. The mine case contained 300 pounds of TNT and the firing mechanism. Four small wheels on the anchor ran on steel tracks, allowing mines to be easily moved along the decks to launching points at the stern of the ships.

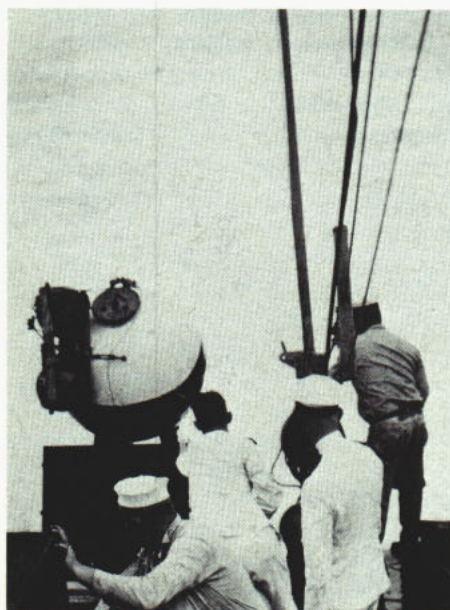
In its 230-mile length, the barrage varied in width from 15 to 35 miles. The North Sea minefield consisted of three "systems" of one or more rows of mines just below the surface, with other rows at intermediate or extreme depths at 125-240 feet. The greatest number of mines rested just below the surface. This tactic compensated for the lack of Allied surface patrols in the area. With no patrol boats or subchasers to force them down, U-boats would run on the surface and would be more susceptible to the upper-level mines.

Minelaying duty in the contested waters of the North Sea was not easy. The constant threat of a U-boat attack or an encounter with a German surface raider kept all hands edgy, despite the constant presence of British destroyer escorts. Also, eating, sleeping and working so close to mines, on a nearly daily basis, made this duty the least enviable of any in the Atlantic Fleet. One torpedo hit would wipe out an entire ship's company.

It took over 70,000 mines—56,000 of them laid by U.S. ships—to block the 230 miles of ocean separating England's Orkney Islands and Norway.



Laying the North Sea Barrage was back-breaking work, and often dangerous; the mines, once set, exploded with a touch.



And considering that the ships were steaming only 500 yards apart during operations, an explosion on one ship could be devastating to the others.

General living conditions in a ship of the Yankee Squadron were comfortable, when a ship was clear of mines, which wasn't often. With mines aboard, all available spaces were used. Mines were stowed everywhere, including the crew's berthing spaces. Under such crowded conditions, many sailors were forced to sleep on the deck, having no room to swing a hammock. The mines interfered with general movement throughout the ship and forbade the sailors the smallest joys, such as smoking or watching the latest Charlie Chaplain comedy.

Mines were unloaded as soon as possible upon a minelayer's return to port from a minelaying excursion. Usually, for one night following a mine planting, the ship's decks would be clear for hammocks. If a ship was really lucky, it might have one extra day before new

mines were taken on.

The ventilation systems on some of the ships in the squadron had not been completed before they were sent to the North Sea. Instead of a 100 percent air supply circulating through the ships, some had only 40 or 60 percent. On the lower mine decks, steam from elevator pumps and mine winches made the air intolerable. Seasickness, brought on by heavy seas common in the North Sea, added to an already foul atmosphere.

Tension, crowded conditions, and the ever-present mines made liberty a cherished commodity for the men. Commanders, realizing the arduous and intense character of the sailors' work, encouraged such free-time activities as baseball, track, boxing and wrestling to help ease the tension.

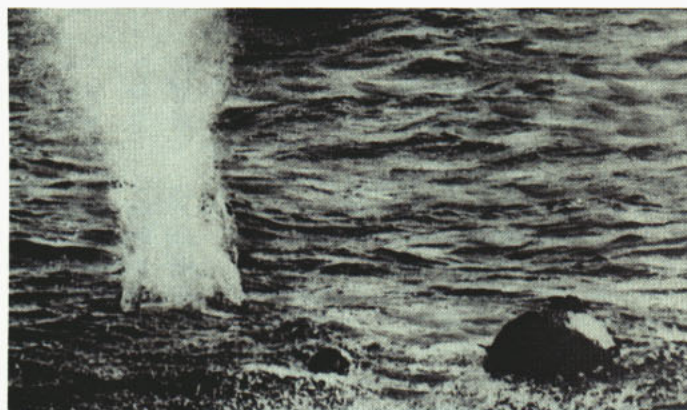
Altogether, 70,117 mines were planted across the North Sea during the five months of operations; 56,511 of these were planted by the Yankee Squadron, with no losses in ships or people—a

tribute to the U.S. Navy's skill and leadership.

The minefield was not absolutely impassable for the U-boats; this was never expected. Naval sources at the time estimated that, at the thickest part of the minefield, a U-boat had one chance in ten to make it through the barrier; the barrage made the North Sea a treacherous place to navigate.

U-boat commanders knew there were thin spots in the barrier, but didn't know if the Allies had re-mined the gaps since the last foray. U-boat commanders were placed in the same quandry as the burglar, who, while casing the house of a potential victim, noticed a sign tacked to the door: "This house is protected by a shotgun three nights per week . . . you guess which nights!"

There has been some disagreement in evaluating the effectiveness of the North Sea Barrage, in reference to the number of U-boats actually sunk. But official statistics compiled March 1, 1919, credit



the barrage with the confirmed sinking of four subs, with four possibles. An equal number were severely damaged, though not destroyed. The fear in the U-boat flotillas generated by the barrage was considerable and was a driving force in breaking the U-boat crews' morale, which eventually aided in bringing about an early armistice.

During the laying of the barrage, the press gave scant attention to the activities of the American Mine Force. When press accounts were released, they generally credited the British Navy for doing all the work, when in fact the British had contributed only four minelayers to the exercise while the U.S. Navy provided 10. Other stories only mentioned the work being done on shore, such as the assembly of the mines, leaving out the activities of the sea-going forces altogether. As Secretary of the Navy Josephus Daniels put it, minelaying "was done with no glamour, nor romance, nor appreciation."

Shortly after the signing of the Armistice, Adm. William Sims, commander, U.S. Naval Forces Europe, expressed his recognition of the U.S. Mine Force and the Yankee Mining Squadron during ceremonies held aboard *San Francisco*. Addressing the men of the squadron, he stated that "the Mine Force had done a stunt the likes of which had not been done in the world before. After we came into the war, we designed a mine, built it, equipped the minelayers, sent them over to this side and planted more mines in less space of time than any nation in the world."

Sims went on to remark that in "fitting out the vessels, learning to handle the mines, planting them and going through the strenuous work has been one of the finest accomplishments of the Navy on this side." He added that "as a nautical feat, a piece of seamanship, it has been perfectly successful."

Royal appreciation of the operation was indirectly conferred on the Mine

Force when Strauss was bestowed the honor of Knight Commander of St. Michael and St. George. Yet the Mine Force's contributions, and especially those of the Yankee Mining Squadron, can best be summed up in a poem penned by a sailor aboard the minelayer USS *Saranac*.

"They gave us a job we had to do,
A little bit risky—yes—that's true:
A good deal like work, both night and day

But a darn good game for a man to play." □

—Story by JO2 Mike McKinley

125 years and going strong

The Armed Services YMCA

The YMCA—Young Men's Christian Association—and its many community services are well-known to most Americans. But less well-known to the public, though familiar to soldiers and sailors everywhere, is a National Member Association of the National Council of

YMCAs: the Armed Services YMCA of the USA.

The Armed Services "Y" works with military commands, supplementing personnel support programs such as Family Service Centers, to enrich the quality of life for military people. Its goals, in keep-

ing with the YMCA's basic theme of traditional Judeo-Christian values, are to

- promote healthy lifestyles
- strengthen military family relationships
- develop leadership qualities in young military people
- increase international understanding
- enhance community development by serving as a bridge between military and civilian communities.

The Armed Services YMCA's philosophy is stated in its annual report: "The military people we serve are of all ages. They are both male and female. Their faiths and ethnic backgrounds reflect the broad, rich traditions of American life. They do not have to be young, male nor Christian to find a place like home at the Armed Services Y."

Six community YMCAs are affiliated with the Armed Services Y, and 25 branch offices operate more than 50 service units throughout the United States, in the Republic of Panama and in the United Kingdom.

Armed Services YMCA programs include outreach units that travel to areas off base where many young military families have settled. The programs include counseling on parenting, budgeting and other family-related matters; fitness programs; recreational opportunities;

The Armed Services YMCA began as a Civil War comfort wagon providing coffee and tea to battle-weary troops on both sides.



child care programs, including some day camps; and child and spouse abuse and neglect intervention programs.

The Armed Services YMCA has only about 100 paid employees, full-time and part-time, so most of the services provided are made possible through volunteers. In 1984, 21,000 volunteers donated 150,000 hours of service to the more than 5.5 million program participants.

But YMCA support of military members was not always on a large scale. Less than a week after the outbreak of the U.S. Civil War, a handful of YMCA volunteers were on the battlefield offering spiritual and physical comfort to Union soldiers. Seven months later, in November 1861, representatives from 15 YMCAs organized those volunteers into the U.S. Christian Commission.

During the four years of the Civil War, 5,000 U.S. Christian Commission volunteers served without pay in every theater of the war, helping both Union and Confederate troops. This wartime effort was the first large-scale volunteer relief service in the United States.

In the years following the Civil War, the YMCA offered military people recreational, sports and counseling services. The first permanent Army YMCA, established in 1889, is still in operation at Fort Monroe, Va.

In the spring of 1898, 500 YMCA volunteers went to Cuba, Puerto Rico and the Philippines to support military forces during the Spanish-American War. In fact, the YMCA mobilized so quickly that many of its supplies were in place before the Army's.

After the war, plans were made to build large, well-equipped YMCA Army and Navy buildings around the world. The first, which opened in February 1899, was a Navy YMCA in Brooklyn, N.Y. In 1902, Congress authorized construction of YMCA buildings on military property and by 1914, 31 Army and Navy YMCAs were in operation.

During World War I, Gen. Pershing credited the YMCA with conducting nine-tenths of the welfare work done among U.S. forces in Europe. YMCA

records show that 26,000 paid staff members and 35,000 volunteers served an armed force of 4.8 million.

Several YMCA programs begun during World War I later became part of military life:

- More than two dozen rest and recreation areas were operated overseas for off-duty members, creating the Rest and Relaxation concept which service members accept as a given today.

- The YMCA gave 80,000 education scholarships to former servicemen of World War I. Today, the GI Bill enables service members and veterans to continue their education.

- The YMCA sent 1,300 entertainers overseas to perform for troops during World War I. Today, the USO—which the YMCA, along with five other civilian organizations, helped establish in 1941—provides entertainment to troops overseas.

As a member of the USO, the YMCA supported service members during World II, the Korean War and the Vietnam War. YMCA still provides military members with spiritual and physical support during peace time.

In the last 125 years, YMCA support

to U.S. military people has come under many names: the "U.S. Christian Commission" at its inception, then the "YMCA's Army and Navy Committee" in 1898 and the "YMCA Armed Services Department" in 1948 (to include the newly-established Air Force), and the latest change, "Armed Services YMCA of the USA."

Along with the latest name change came a reorganization. In January 1948, the National Council of YMCAs decided the YMCA Armed Services Department could better care for military members as a chartered member of the YMCA, rather than as a department of the national council.

When the Armed Services YMCA of the USA and the Department of Defense signed a Memorandum of Understanding in April 1984, Secretary of Defense Caspar Weinberger praised the organization for "flexibility in responding to the needs of our servicemen and -women wherever they are stationed." □

—Story by Liz Noland

Today's Armed Services Y reaches out to families and young people.



Butch O'Hare

Navy Ace

It was Feb. 20, 1942. A carrier strike force built around USS *Lexington* (CV 2), under the command of Vice Adm. Wilson Brown, was steaming toward New Britain Island, northeast of Australia. Objective: a surprise raid on the Japanese air and naval base at Rabaul.

Near Bougainville, in the Solomon Islands chain, the strike force was intercepted by Japanese scout planes who immediately informed their bomber command of the task force's approach.

With the element of surprise gone and being too far from the target to launch a successful attack, Brown ordered his ships to turn back. Reversing course, the task force braced itself for a Japanese aerial counter-assault.

Soon the first wave of enemy planes—nine twin-engine bombers flying in three attack Vs—swarmed over the horizon to strike *Lexington*. But their path was blocked by a squadron of F-4F Grumman *Wildcats* of *Lexington*'s Fighter Squadron 3 who met the invaders before they could reach the carrier.

The pilots of Fighting Squadron 3 gave a good account of themselves in the air battle that followed. Meeting the enemy bombers head on, the *Wildcats* shot down eight and left the ninth twisting and turning under attack in such a way that it was unable to drop its deadly

load anywhere near *Lexington*.

The enemy assault had been stopped, but in taking on the first wave of bombers, *Lexington*'s *Wildcats* found themselves scattered and out of position when a second wave of nine bombers hove into view. Only two of the *Wildcats* were in a position to meet this new onslaught of Japanese bombers that roared toward them in a broad, arrow-tip V formation.

Going into the attack, the guns on one of the *Wildcats* jammed, causing the pilot to break off the fight, leaving only one fighter to face the enemy: a lone *Wildcat* piloted by Lt. Edward H. "Butch" O'Hare.

Standing between *Lexington* and possible disaster, the 28-year-old aviator from St. Louis shot past the Japanese formation, pivoted on a wing tip and came in with guns blazing from above and behind the formation. He blasted the starboard engine of the last plane on the enemy's right flank at point-blank range. Within seconds, the engine tore completely away from the enemy bomber's wing and made a smokey trail to the sea.

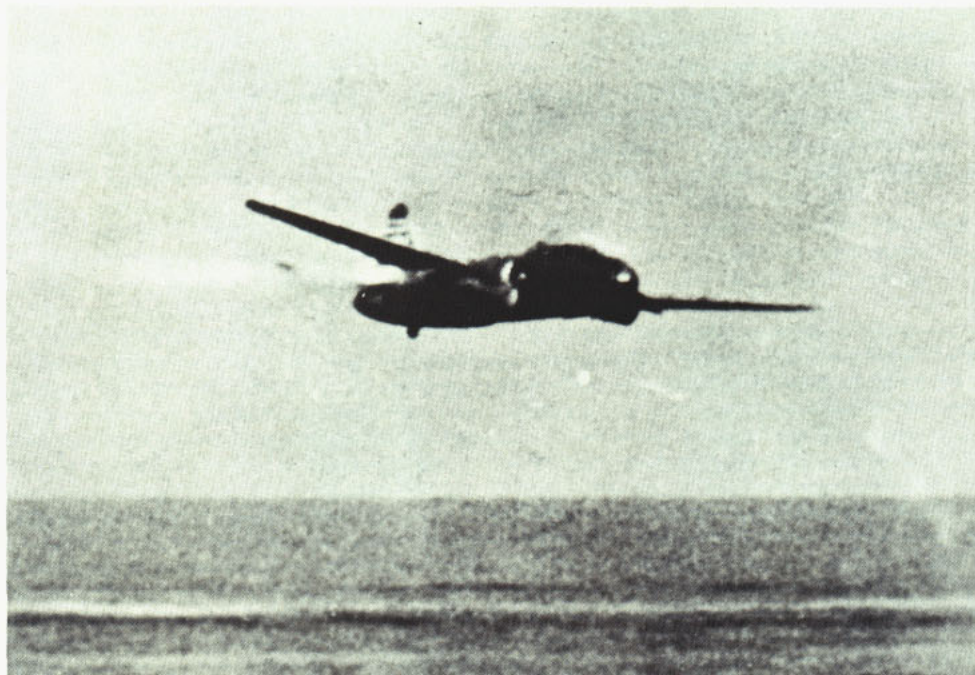
O'Hare, continually under fire from the crown turrets on the bombers, held steady amidst the curving arcs of enemy tracers. He turned his own deadly fire on the next plane in the formation. Shooting



it down, he moved on to the next and the next until, within only four minutes, he had shot down five planes and scored hits on three others before his comrades could come to his support.

"As we closed in," said O'Hare's senior officer, Lt. Cmdr John S. Thach, "I could see O'Hare making his attack runs with perfect flight form . . . I could see three blazing Japanese planes falling—he shot them down so quickly. How O'Hare survived the concentrated fire of the Japanese division I don't know."

The three surviving bombers that had already been hit by O'Hare did manage to drop their bombs, but scored no hits and were summarily polished off by



O'Hare ready for action; an enemy bomber, photographed from Lexington, goes down, one of five kills that day.



other pilots of Squadron 3. In this, the largest air battle to date in the Pacific, only one of the nine bombers in the second wave escaped. When the final tally was in, 16 of 18 enemy bombers sent to hit the task force were shot down with a loss of only two U.S. aircraft.

Credited with having saved *Lexington*,

O'Hare was awarded the Medal of Honor and had the distinction of being the Navy's first World War II air ace. His citation read:

"For conspicuous gallantry and intrepidity in aerial combat, at grave risk of his life above and beyond the call of duty, as Section Leader and pilot of Fighting

Squadron THREE, on 20 February 1942. Having lost the assistance of his teammates, Lieutenant O'Hare interposed his plane between his ship and an advancing enemy formation of nine attacking twin-engined heavy bombers. Without hesitation, alone and unaided, he repeatedly attacked this enemy formation, at close range in the face of intense combined machine-gun and cannon fire. Despite this concentrated opposition, Lieutenant O'Hare, by his gallant and courageous action, his extremely skillful marksmanship in making the most of every shot of his limited amount of ammunition, shot down five enemy bombers and severely damaged a sixth before they reached the bomb release point. As a result of his gallant action—one of the most daring, if not the most daring, single action in the history of combat aviation—he undoubtedly saved his carrier from serious damage."

Because of his heroic actions at Bougainville, O'Hare was promoted to lieutenant commander and became commanding officer of Fighting Squadron 6 on USS *Enterprise* (CV 6). On Nov. 26, 1943, while conducting the Navy's first night fighter operation from *Enterprise*, O'Hare was lost following a successful attack on a Japanese bomber formation. O'Hare's F-6F *Hellcat* was seen, with its lights on, diving toward the sea. What actually happened that night has never been determined, but he never made it back to the *Enterprise* and no wreckage of his plane was ever found. On that night in the Pacific, the U.S. lost a true hero whose single-handed exploits against the enemy are now indelibly etched in the annals of naval aviation history. His legacy of courage set the standard for future naval aviators and his name is today honored at one of the largest and busiest airports in the country—Chicago's O'Hare International Airport. □

—Story by JO2 M.R. McKinley
—Photos courtesy of National Archives

Aviation as



art

As you stand on the slowly rolling deck just before dawn, you can feel the vibrations against your chest from the throbbing of the SBD *Dauntless* dive-bomber engines. One by one, the planes waddle into launch position. Then, with an almost unbearable roar,

they sail off the carrier deck and slowly disappear against the cold, steel-gray sky.

Turn around and you're standing behind a sailor on a quiet, sunny beach. Other sailors, down at the water's edge, are maneuvering an old



Dawn Strider

scouting seaplane onto a ramp. The work is unhurried, the mood is relaxed, the sun is warm.

Moving to one side, you find yourself in the middle of a howling blizzard. The driving snow makes it difficult to see, but you can make out four P-3 reconnaissance aircraft. Faced into the gale, securely tethered to the runway, they're sitting this one out—no recon today.

As you move carefully from one vision to the next, your steps echo on the polished linoleum floor. At the same time, you are aware of other echoes—echoes from different eras, images of people who no longer exist, shadows from other worlds.

Previous page: Dwight Shepler, "Dawn take-off." Clockwise from right: Vernon Howe Bailey, "U.S. Naval Air Station"; "A scouting plane leaves the ramp"; "Seaplane operating area"; "Rodd Field—Stearman training planes."





Yet everything—the sights, the sounds, the smell of the salt spray, the blistering heat of the tropical sun, the bone-chilling gloom of the arctic night—can be re-lived in an instant, with a single glance.

All it takes is a stroll through the gallery at the Navy Art Center.

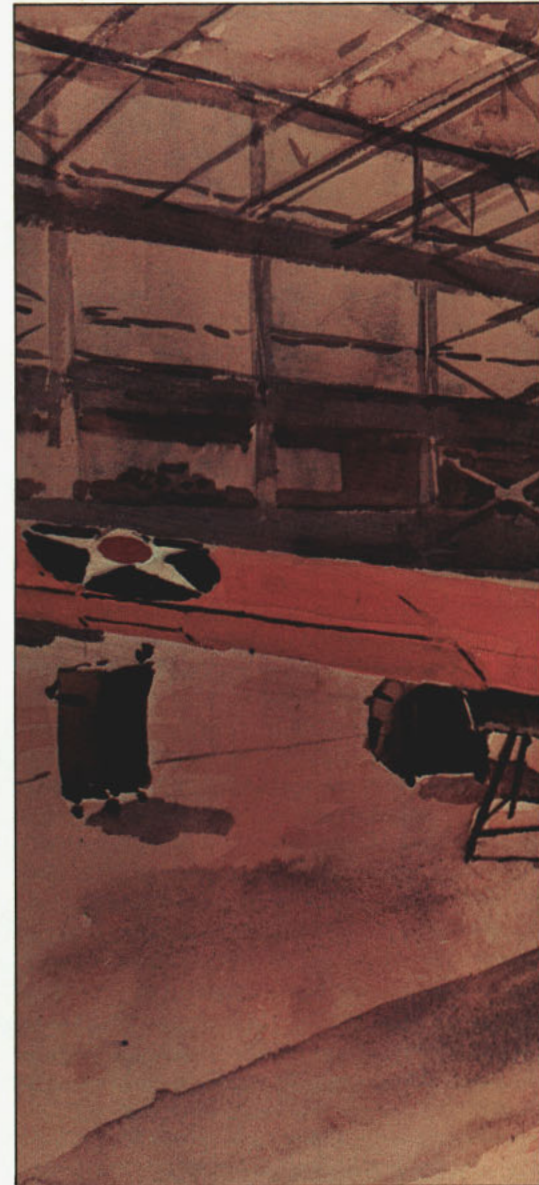
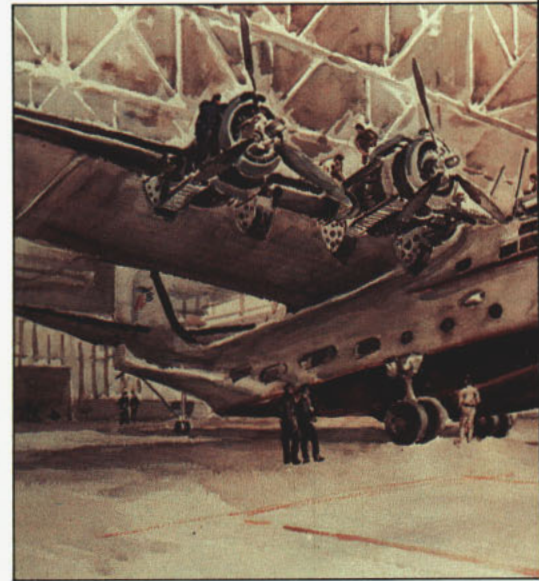
This treasure house of military images is a modest building, tucked in among dozens of others just like it at Washington, D.C.'s Navy Yard. The small, one-room gallery in the front of the building allows for the display of only 60 or so art works at any one time. The real hoard is in the back, where the walls are full of racks and the racks are full of art.

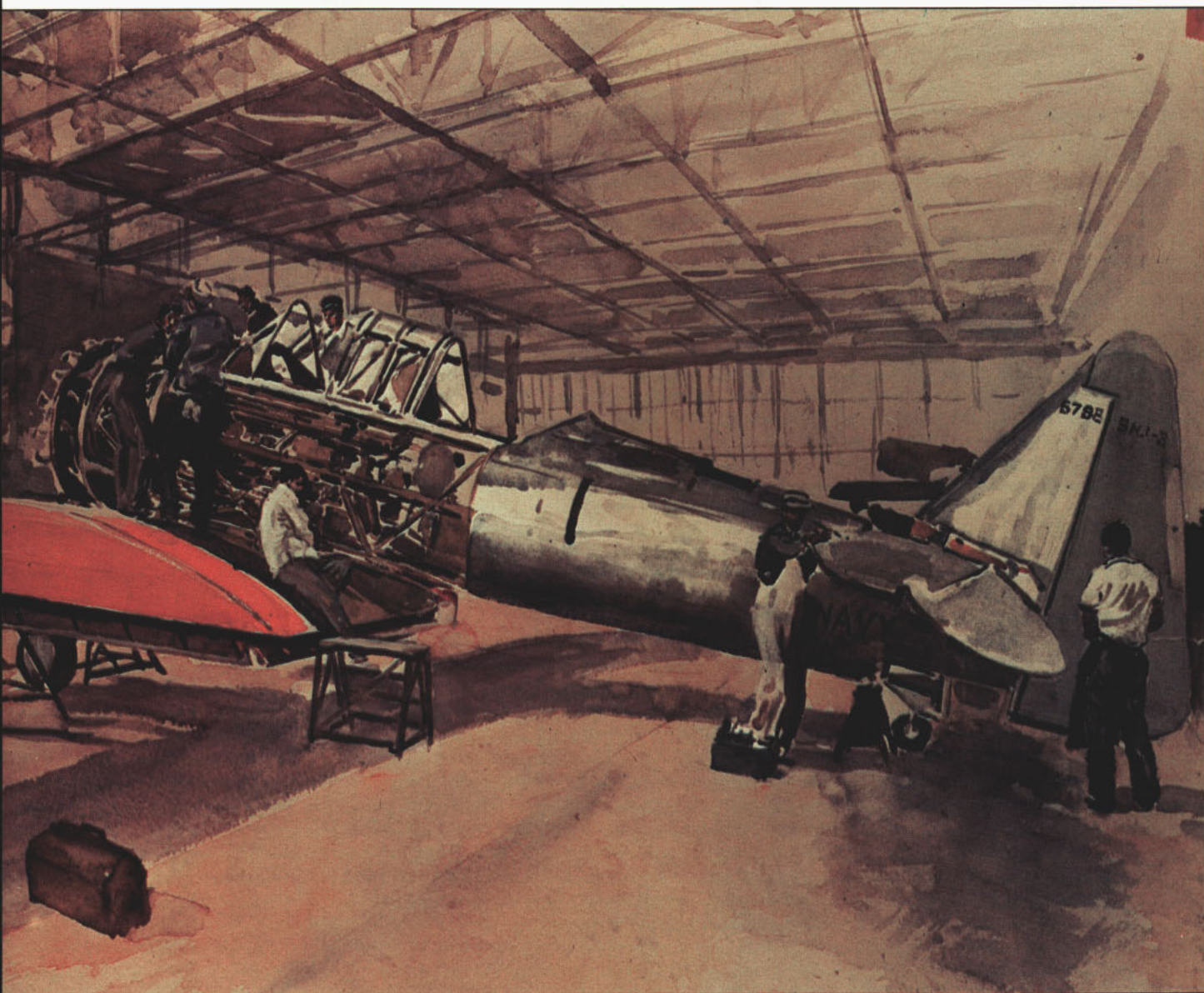
"We have over 5,000 original art works in our total collection," said John Barnett, resident curator of the Navy Art Center. He is the man the public has to deal with in gaining access to the art. Like a mythical gnome, he guards his treasure trove. But he is a generous guardian; his greatest pleasure is to share the wealth.

"It's really very easy for people to get reproductions of our paintings and drawings," Barnett said. "We have 40 reproductions for sale. Our lithographs of oil prints are very reasonably priced. We can also provide other kinds of reproductions—transparencies, negatives, reductions. It's a totally accessible collection—everything is in the public domain."

Even the original art works are avail-

Clockwise from upper right: Bailey, "A Martin bomber"; Joseph Hirsch, "Onto the ramp"; Bailey, "Jacksonville—Assembly and repair overhaul"; "Jacksonville—Patrol plane 33."





able to the public, under the right circumstances. For instance, a selection of the center's best aviation art is traveling to Oshkosh, Wisc. this summer, to the Experimental Aviation Association Foundation Museum. It's part of an exhibit celebrating the 75th anniversary of naval aviation.

"Our paintings are very popular and much in demand," said Barnett, "and we try our best to share them with the public as often as we can."

But before Barnett can give out the center's art, he has to know what's there in the first place.

"Sorting, identifying, cataloging—those are the biggest concerns," said Barnett. "Once we know what we have, we have to make 'masters,' usually 4 x 5 transparencies and negatives. With those, we can generate an almost unlimited number of copies—that way we keep our

Clockwise from right: Gene Klebe, "Navy helicopters over Cape Royds"; Marbury H. Brown, "Seawolves ignore bait"; Robert G. Smith, "Even the birds are walking"; George Sottung, "All pilots man your aircraft"; Maxine McCaffery, "LSO directs students aboard USS Lexington."





'customers' happy and we have a sort of backup in case anything happens to the original."

But simply identifying and cataloging everything in Barnett's vast warren of watercolors, oils, ink washes and drawings has never been easy and is not going to get any easier. For one thing, the collection is still growing. "We continue to get in new works. Some works of art come to us through the naval historian or the Naval Academy Museum," said Barnett. What excites John even more are new original works. "John Charles Roach is just finishing a very dramatic series of 25 large oil paintings depicting Navy submarine activity," Barnett noted. "It will be one of our finest additions in years. But then Roach has always been one of my favorites," he added.

Another of Barnett's favorite combat artists, and one of the most popular, is Dwight Shepler. "Very popular and justly so," said Barnett. "One of our most prolific artists, especially in his coverage of World War II."

Shepler (1905-1974) was present at the battle of Guadalcanal, the Normandy invasion, the battles of Leyte Gulf and Okinawa and others. "Shepler's paintings of the pivotal scenes of World War II are as extensive as any in our collection," Barnett said.

For coverage of naval aviation activity before World War II, Vernon Howe Bailey (1874-1953) is Barnett's artist of choice. "Bailey specialized in shore duty," said Barnett. "He visited nearly every naval air station and many of the shipyards and aircraft factories in the U.S. His scenes of aircraft repair shops and training facilities are perhaps unique, especially for that particular period—leading up to World War II."

Joseph Hirsch (1910-1981) also often specialized in aircraft "at rest," rather than in combat. "Hirsch's large seaplanes are particularly imposing and ominous—even when they're just sitting in a hangar or resting on the launching ramp," said Barnett.

Depictions of modern aviation are among the most frequently requested when people contact the art center for

reproductions, Barnett said. "I think George Sottung's 'All Pilots Man Your Aircraft,' showing pilots scrambling to their A-4s aboard an aircraft carrier, is perhaps the single most popular work in the Navy lithograph catalog," said Barnett. "Anywhere anyone associated with naval aviation has a wall, they manage to hang that particular painting on it," he said. "We even put it on the cover of our catalog."

Whether covering catalogs, commemorating famous battles, recreating repair shops long since dismantled and otherwise forgotten, or simply providing a wandering gallery-goer with a kaleidoscope of striking images, the Navy Art Center is a resource to be treasured. Thanks to people like John Barnett, it is also one to be shared. □

—WWR

Vernon Howe Bailey, "K-4 on way to starting point." All reproductions of paintings and drawings courtesy of the Navy Art Collection.



The Log Book

"What's past is prologue." To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, All Hands presents a short review of articles that appeared in previous issues.

10 YEARS AGO— April 1976

- Rear Adm. James B. Stockdale, ex-POW who led prison camp resistance in Vietnam, and Lt. Thomas Norris, who rescued two downed pilots from deep within enemy territory, were among the most recent recipients of the nation's highest military award, the Medal of Honor. President Gerald R. Ford presented the medals in ceremonies held in the East Room of the White House.
- The Navy's first nuclear-powered *Trident* missile submarine (SSBN 726) will

be named *Ohio*. Keel-laying ceremonies have been scheduled for April 10 at Groton, Conn. *Ohio*, displacing 16,800 tons, will be 560 feet long and 42 feet wide. *Trident*-class submarines, designed to carry 24 missiles, feature advanced quieting technology and sonar systems. They will provide faster patrol of larger areas and will operate for longer periods at sea. (*Ohio commissioning shown below.*)

20 YEARS AGO— April 1966

- The "Angel of the Orient" is back on

duty, commencing her second career in the U.S. Navy. The hospital ship *USS Repose* (AH 16), on station off the coast of South Vietnam, is treating casualties of the fighting in the country's northern provinces. The 15,000-ton ship is the only fully operational hospital ship in the Navy and the first one to deploy since the Korean conflict.

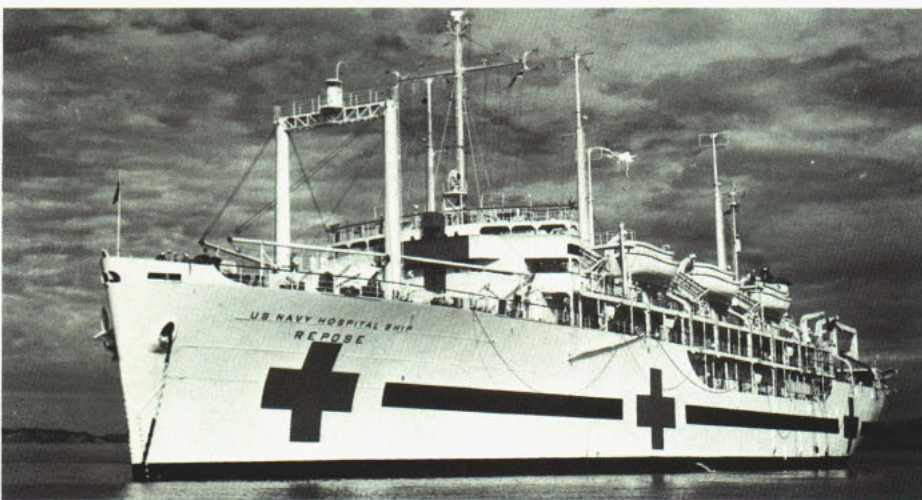
- The first full Navy Seabee Battalion in Vietnam, Mobile Construction Battalion 10, has returned to the states after spending seven months in the Southeast Asian trouble spot. MCB 10 holds the distinction of being the first Seabee battalion to make an amphibious landing under combat conditions since World War II.



40 YEARS AGO— April 1946

- The largest peacetime Navy budget in U.S. history is in the hands of Congress. Sent to Capitol Hill the previous month by President Truman, the budget calls for naval appropriations for fiscal 1947 of \$3.75 billion. Fleet Adm. Chester W. Nimitz, chief of naval operations, speaking before the House Naval Affairs Committee last month, said that the original request submitted to the Bureau of the Budget totaled \$6,325 million for fiscal year 1947. (*Editor's note: the requested FY87 Navy budget is \$103.5 billion.*)

- Legislation which may lead to a 20 percent pay increase for all hands of the Navy was headed for hearing in Congress last month. Up for consideration, possibly before a joint committee of the House and Senate, was a joint Navy and War Department recommendation that the income of the nation's servicemen and women be raised to meet higher living costs and to spur recruiting for the postwar armed forces. Current E-4 base pay is \$78. O-4 base pay is \$250. □



Bearings

SecNav visits Coral Sea

Secretary of the Navy John F. Lehman Jr. visited the aircraft carrier USS *Coral Sea* (CV 43) and its embarked air wing, Carrier Air Wing 13, recently while the ship was in the Mediterranean Sea.

After a brief tour of the carrier, Lehman held a televised award ceremony and addressed the crew. "It's a real honor to be aboard the *Coral Sea* for the first time. She's one of the finest ships in the fleet and continues to set new standards throughout the fleet.

"*Coral Sea* is of great interest to everyone because you're in your 38th year of service. To be a front runner that long takes a special blend of qualities—the principle feature is the quality of people that *Coral Sea* seems to attract and maintain."

Lehman said a recent ALNAV message set a six-month ceiling on normal peacetime ship deployment. "No ship or embarked squadron will spend more than 50 percent of its time out of its home port," he said.

He said *Coral Sea* will be replaced by *Nimitz*-class carrier *George Washington*



in 1991 and is scheduled to go to Corpus Christi, Texas, as a Navy training carrier with a mobilization role as a full combat carrier.

During his *Coral Sea* visit, Lehman, a naval reservist, flew with Attack Squadron 55 as a bombardier/navigator

on a low level navigation and practice bombing exercise off the island of Sardinia. He also saw the F/A-18 *Hornet* strike fighter, the Navy's newest tactical aircraft, in action. ■

—Story by JOC James R. Giusti,
USS *Coral Sea* (CV 43)

Energy efficiency award

Donald C. Roberts, a mechanical engineering technician at the Naval Air Rework Facility, Norfolk, recently received a Federal Energy Efficiency Award from the Federal Interagency Energy Policy Committee.

The energy awards are presented to individuals and organizations in the federal sector for exceptional accomplishments in energy efficiency.

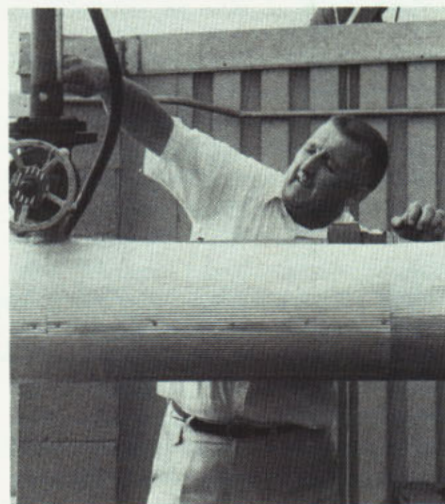
Roberts spearheaded a major energy management program at the NARF,

which includes steam metering, electrical metering, lighting and a steam trap program.

"Steam metering gives us a means to measure our use and helps us to detect and correct weaknesses in the system," said Roberts. He credits the steam metering program with approximately 50 percent of the facility's energy savings.

"The meters paid for themselves within the first eight weeks of use, and the facility realized a \$4.1 million saving in 1985 over the previous year," Roberts said. ■

—Story by Judy Resolute
NARF, Norfolk, Va.



Navy races with 'Big Daddy'

Which is faster, an A-7 Corsair II single-engine attack aircraft shooting off a carrier catapult or a drag racing car driven by Don "Big Daddy" Garlits on a quarter-mile track?

Although direct competition between the two is unlikely, Garlits would be the winner. In 1972, Garlits' quarter-mile speed was 244 m.p.h., while the A-7 has a take-off speed of 120 m.p.h.

For almost 15 years, Garlits has been helping with Navy recruiting promotions.

"I figured it would be great for the Navy to be associated with a world renowned drag racer like Don Garlits," said Tom Hall, head of Navy recruiting marketing communications. "And what better way to start it than to have him, the fastest drag racer, race against what was one of the fastest aircraft at that time."

Although he never raced an A-7, a simulation aboard USS *Lexington* (AVT 16) in January 1972 was the subject of the most dramatic recruiting poster in the recruiting command's history.

The famous poster was updated in 1983, featuring an F-14 aboard the USS *Kennedy* (CV 67).

The poster shot was just the beginning, and since then, the 35-year racing veteran has volunteered his time, racing cars and name to the Navy. Millions of spectators at more than 500 racing events have seen "N-A-V-Y" whiz by in a blur.

"I'm always getting questions like, 'What should I do with my life?'" the 53-year-old racing champion said. "I recommend the Navy because I've seen with my own eyes some of the things they can offer. That's why I lean in that direction."

Garlits, the 1985 world champion of drag racing, recently donated 900 square feet of his "'Big Daddy' Don Garlits' Museum of Drag Racing" in Ocala, Fla., for a Navy exhibit. Since the museum's opening in 1984, the exhibit has been



viewed by more than 400,000 visitors.

Garlits said he plans to continue his work with the Navy for as long as he races, and then some. ■

—Story by JO2 Christine J. Caldwell,
Navy Recruiting Command,
Washington, D.C.

Bearings

Coral Sea twins turn heads

According to the law of physics, a person can't be in two places at one time, but crewmen of USS *Coral Sea* (CV 43) may tend to argue that principle. Aboard the carrier are Marine Sergeants Alan and Albert Busenbark—identical twins.

The brothers, who joined the Marine Corps together more than three years ago, say their string of matching orders has been purely coincidental.

They completed aviation maintenance classes at NAS Memphis, Tenn., and NAS Lemoore, Calif., then went to Marine Fighter/Attack Squadron 323, an F/A-18 squadron at MCAS El Toro, Calif.

"We knew there was a chance of being stationed together because there are only a few places F/A-18 *Hornet* strike fighters are based, but we never submitted a special request," Alan said.

Aboard *Coral Sea*, the Marine Corps "jet mechs" maintain twin F404 jet engines for F/A-18 *Hornets*. Inside the 25-man AIMD—Aviation Intermediate Maintenance Department—jet engine shop, crewmen refer to Alan as "A.E." and Albert as "A.J." to avoid confusion.

Working with engines is something of a family tradition, Albert said. Their grandfather was a light-engine mechanic, and their father repairs diesel engines. Albert said the aviation mechanic craft might stay with the family: "Maybe my son will be a rocket engine mechanic."

Alan and Albert are virtually inseparable. When they travel together through *Coral Sea*'s passageways, their matching 6-foot, 170-pound frames, closely-cut brown hair and hazel eyes bring questions from shipmates.

"The first question they ask is usually, 'Are you guys brothers?'," Albert said.

Sergeants Alan and Albert Busenbark work on an F/A-18's F404 engine in Coral Sea's Jet Engine Shop. (Photo by PHAN Dan Brown).

The twins keep a positive perspective about their likeness. "It's a lot easier to remember someone if there's two of him," Albert said, chuckling.

Being twins in the military and stationed together has had its ups and downs, and their similar looks and names have prompted precarious situations at each new command. The confusion normally begins when the identical twins hand their all but identical orders to administrative personnel at the same time.

"When we leave the office," Alan said, "they're not sure whose orders they're holding."

During basic training, rigid drill instructors separated the twins, but the training confines were not large enough to avoid problems.

"A master sergeant assigned me a fire watch while Albert was elsewhere," said Alan. "That same master sergeant later saw Albert, and confusing him with me, shouted at him for leaving the firewatch which was actually mine."

There are some advantages to their situation. The brothers can share the letters they receive from family and friends.

"We get twice as many letters this way," Alan joked.

"Identical first and last initials are also convenient. A name stenciled on our uniforms doesn't mean I can't wear Alan's uniforms," Albert added, pointing to the indelible black letters, 'A. Busenbark,' stenciled above his camouflaged left breast pocket.

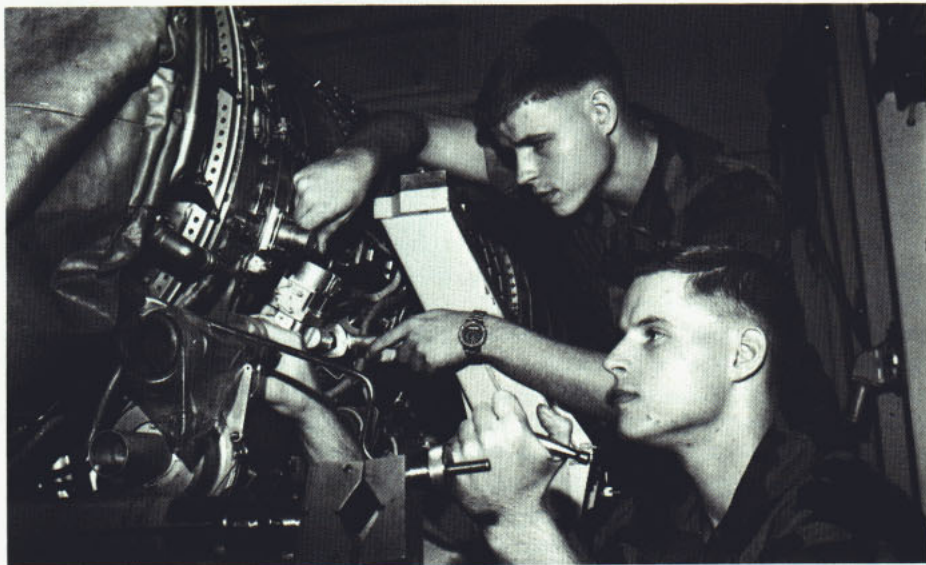
Unlike the confined areas of *Coral Sea*, El Toro places some distance between the brothers. When their work days end, the twins follow different paths home: Albert to his wife, Laurie; Alan to a single man's lifestyle.

Although their career paths have paralleled so far, future plans chart a divergent course. Albert is working toward a bachelor's degree in computer science and may take a commission or leave the Marine Corps to settle in Oregon with Laurie.

Alan is working toward a degree in aviation management. "The military is my life," he said. He plans to apply for a commission.

The laws of physics *do* apply to the Busenbark brothers, but they still have some people wondering if there might not be an exception to the rule. ■

—Story by JO3 Greg Carter,
USS *Coral Sea* (CV 43)



California school adopted

Mar Vista High School in Imperial Beach, Calif., has enjoyed being "adopted" by Imperial Beach's Supervisor of Shipbuilding, Conversion and Repair.

Under the Navy's "Adopt-A-School" program, SupShip personnel contribute

expertise in career counseling, act as classroom speakers on a variety of subjects, conduct tours of Navy facilities, and provide professional role models for Mar Vista students. The Navy's stay-in-school program has permitted 15 Mar Vista students from disadvantaged homes to work at SupShip for two hours a day.

But Mar Vista's affiliation does not stop with the Adopt-A-School program.

For 12 years, the Naval Junior Reserve Officer Training Corps program has been an important part of the school's curriculum. More than half of the Mar Vista cadets graduating from NJROTC have been or now are members of the Armed Forces.

Mar Vista students are surrounded by the surface, air and submarine Navy and are proud of their naval heritage. ■

Control your credit cards

Shopping with credit cards in Navy Exchanges has become a convenience for many people. However, credit cards are almost the same as cash, and precautions should be taken to protect the cards and to use them wisely.

Credit card theft has become big business, and the Navy Exchange suggests these steps to keep your cards safe:

- 1) Sign the cards as soon as they are received.
- 2) Check your monthly statement carefully.
- 3) Keep transaction slips and match them with charges on your statement.

4) Be careful when charging over the phone or by mail; check the companies you are ordering from to make sure they are legitimate.

5) Keep a list of your card issuers, their addresses, and phone numbers.

6) Destroy expired cards.

7) Keep cards separate from identification papers such as a driver's license.

8) Never leave cards in a car or a hotel room.

If, in spite of your precautions, your credit card is stolen, report the loss to the issuing company or bank at once and follow up in writing. The liability for unauthorized credit card charges is limited to \$50 by federal law, if the card has been reported stolen. There are now some credit card issuers that provide a hot line

service which enables the holder to cancel all cards with one phone call when a card is lost or stolen.

Along with protecting credit cards from theft, you may want to protect them from yourself. To keep your cards "user friendly," stay in control. Set a maximum on the amount you will charge in a given month, then keep track of your charges to avoid a surprise at the end of the month. It would be a good idea to allocate money in the beginning of the month, if you know that the total purchases must be paid in full at the end of that month.

If you don't pay off your account in full and your charges accumulate, don't let them get away from you. Set a limit on your purchases and do not exceed it. ■

Help wanted: Blue Angels

The United States Navy Flight Demonstration Squadron, Blue Angels, will be selecting two Navy demonstration pilots, one Marine demonstration pilot, an NFO events coordinator, one C-130 pilot, and an administrative officer. Final selection for this 1987 team will be made in September 1986, but interested officers are encouraged to submit their applications as soon as possible.

Applicants for demonstration pilot should be tactical jet pilots with 1,500 hours of flight time, be career-oriented regular naval officers, and be rolling to or currently on shore duty.

Applicants for the events coordinator

should be designated naval flight officers, career-oriented regular naval or Marine Corps officers, and also be able to commit to shore duty.

Letters of application should be endorsed by the individual's commanding officer and forwarded to the Navy Flight Demonstration Squadron as soon as possible with copies to the Chief of Naval Air Training and to Commander, Naval Military Personnel Command (NMPC-433B).

Applicants for the C-130 pilot position should be regular Marine Corps officers with 1,500 hours flight time. They must be TPC—transport plane commander—qualified or be a senior T2P—transport second pilot—and have a background in quality assurance, safety or maintenance. Letters of application should be endorsed

by the individual's commanding officer and forwarded to the Navy Flight Demonstration Squadron, with a copy to Headquarters Marine Corps.

Applicants for administrative officer must be 6412-designated Limited Duty Officers, and experience in aviation administration support is desired. Letters of application should be submitted to the Administrative Officer, Navy Flight Demonstration Squadron.

All letters of application should include each officer's experience and qualifications.

Any further questions can be answered by calling the Blue Angels at (A) 922-2583/2584, (C) (904) 452-2583/2584 or writing to the Blue Angels, Naval Air Station, Pensacola, Fla. 32508-7801. ■

Mail Buoy

Excellent photojournalism

I would like to compliment PH1 Perry E. Thorsvik on his outstanding work that appeared in the December 1985 issue of *All Hands*. Petty Officer Thorsvik's story and photos on the Navy corpsman is the best example of photojournalism I have ever seen. A 4.0 job, keep up the good work!

—PHC Carl W. Hinkle,
San Diego

Ready and able

As the resident Canadian at this command, I would like to say how much I enjoy reading your *All Hands* magazine.

I was particularly interested in your January 1986 edition with the article "Working with weather—*Ocean Safari '85*". With great pride, I note that while the article refers to two of the U.S. Navy's largest and more modern ships, USS *Iowa* (BB 61) and USS *Halyburton* (FFG 40), the picture of the ship on page 29 is of a Canadian destroyer, at home in the familiar rough seas of "the Great White North."

With the amount of criticism piled on the aging Canadian navy, it is nice to see proof that our ships are still ready, willing, and able.

—Lt. Phil Stow,
Royal Canadian Navy
SurfWarDevGru, Norfolk, Va.

• *Canadian forces played a major role in Ocean Safari '85 and, by all accounts, performed admirably.*—Ed.

Reunions

• **USS Walter B. Cobb (ADP 106)**—Reunion for crew members who served between 1951-1955. Contact James Plough, Route No. 1, Box 89, Jefferson City, Tenn. 37760; telephone (615) 475-2970.

• **USS Russell (DD 414)**—Reunion planned, ex-crew members from 1939-1945. Contact Red Austin, 1181 N. Grape St., Coquille, Ore. 97423.

• **USS Fiske (DDR 842)**—Reunion planned, Newport, R.I. Contact Clifford J. Meyers, 53 Old Fort Road, Newport, R.I. 02840; telephone (401) 847-8972.

• **USS LST 668**—Reunion planned, Pittsburgh. Contact Austin L. Kurtz, 906 Linden St., Clearfield, Pa. 16830.

• **"Banana Fleet Marines"**—Reunion planned. Contact Hank Thalgott, P.O. Box 95, Oxford, Fla. 32684; telephone (904) 748-2587.

• **USS LST 345**—Reunion May 7-10, 1986, Siler City, N.C. Contact Robert White, Rt. 2, Box 12, Siler City, NC. 27344; telephone (919) 742-2476.

• **VMF(N) 542, USMC Night Fighter Squadron, World War II**—Reunion May 8-11, 1986, Arlington, Va. Contact R. Stub Haggas, 49 Cambridge Road, Whitesboro, N.Y. 13492; telephone (315) 768-7777.

• **VPB 116**—Reunion May 6-10, 1986, Pensacola, Fla. Contact Philip W. Smith, 1100 L St. N.W., Suite 11504, Washington, D.C. 20573; telephone (202) 523-5712.

• **LST 398**—Reunion May 16-18, 1986, Middleburg Heights, Ohio, for crew members of LST Flotilla 5 in the Pacific Theater during World War II. Contact Robert E. Vellam, 16245 Heather Lane, Middleburg Heights, Ohio 44130.

• **Coast Guard Cutter Campbell**—Reunion May 17-18, 1986, New York. For reservations contact Erickson Travel, 50 East 42nd Street, New York 10017; telephone (212) 557-8480.

• **USS Denver (CL 58)**—Reunion planned. Contact Ray Dial, Rt 4, Box 438-H, Hawthorne, Fla. 32640.

• **Adm. Bellinger Flag Unit, Norfolk, Va. World War II**—Reunion planned. Contact Mildred Ward Heist, 700 Renel Rd., Norristown, Pa. 19401; telephone (215) 275-1707.

• **LST 614**—Reunion planned. Contact Frank Morris, 19549 Waldron, Roseville, Mich. 48066; telephone (313) 777-9471.

• **USN Armed Guard World War II**—In search of shipmates. Contact C.A. Lloyd, 5712 Partridge Lane, Raleigh, N.C. 27609; telephone (919) 876-5537.

• **USN Armed Guard World War II**—In search of Michigan vets. Contact Raymond Didur, Sr., P.O. Box 282, Cement City, Mich. 49233-0282.

• **USS Tautog (SSN 639) Plankowners**—Reunion planned. If from the West, contact Jim Brower, 9008 Pelton Court San Diego, 92126; telephone (619) 693-3631; East contact, Paul Waters, c/o General Physics Corp., 10650 Hickory Ridge Road, Columbia, Md; telephone (201) 449-1313; Midwest contact, William J. Heck, 5730 West Bertha, Indianapolis 46241; telephone (317) 241-4910.

• **Squadron VN 12, NAS Jacksonville, Fla. 1940-43**—Reunion planned. Contact Carl Hoffman, 309 Ross Dr., Mill Valley, Calif. 94941; telephone (415) 388-8037.

• **USS Harry F. Bauer (DM 26)**—Reunion planned. Contact John Barber, 416 Darlene Ave., Linthicum Heights, Md. 21090; telephone (301) 859-3050.

• **USS Crescent City (APA 21)**—Reunion planned, June 1987. Contact Bob Cooper, c/o California Maritime Academy, P.O. Box 1392, Vallejo, Calif. 94590.

• **USS Biscayne**—Reunion planned, June 1986 in San Antonio, Texas. Contact Monte Tomerlin, 611 F Street, Floresville, Texas 78114.

• **Naval Ordnance Missile Test Station, White Sands, N.M.**—40th anniversary reunion for NOMTS, NOMTU, Guided Missile Unit 22, and NOMTF, June 6-7, 1986, White Sands Missile Range, N.M. Contact Cmdr. G.D. Love, executive officer, NOMTS, White Sands Missile Range, N.M. 88002-5510; telephone (505) 678-2102.

• **USS LCS (L) (3) 60 World War II**—Reunion June 13-15, 1986, St. Louis. Contact Ted Weatherby, Rt 1, Box 334FE, Hastings, Fla. 32045.

• **USS Enterprise (CV 6)**—Reunions for 1986: June 14-15, Pendleton, Ore; July 26-27, Denver; Aug. 16-17, Plymouth, Ind.; Sep. 26-28, Arlington, Texas; Dec. 6-7, Painsville, Ohio. Contact Ed Doss, P.O. Box 791, Westport, Wash. 98595; telephone (206) 268-9742.

• **USS Amsterdam (CL 101)**—Reunion June 17-20, 1986, Amsterdam, N.Y. Contact Bob Tripp, 28 William St., Hornell, N.Y. 14843; telephone (607) 324-4787.

• **USS Wadleigh (DD 689)**—Reunion June 17-20, 1986, Portland, Maine. Contact Charles A. Nash, Desert Pines Estates, Freeport, Maine 04032; telephone (207) 865-4788.

• **USS Sabine (AO 25)**—Reunion June 19-21, 1986, Indianapolis. Contact Richard E. Fahler, Box 31, Star City, Ind. 46985.

• **USS Titania (AKA 13)**—Reunion June 26-28, 1986, Middle Amana, Iowa. Contact Cliff Trumpold, telephone (319) 622-3103.

• **USS Laffey (DD 724)**—Reunion June 27-29, 1986, Denver. Contact Tom Fern, P.O. Box 319, Agawam, Mass. 01001.

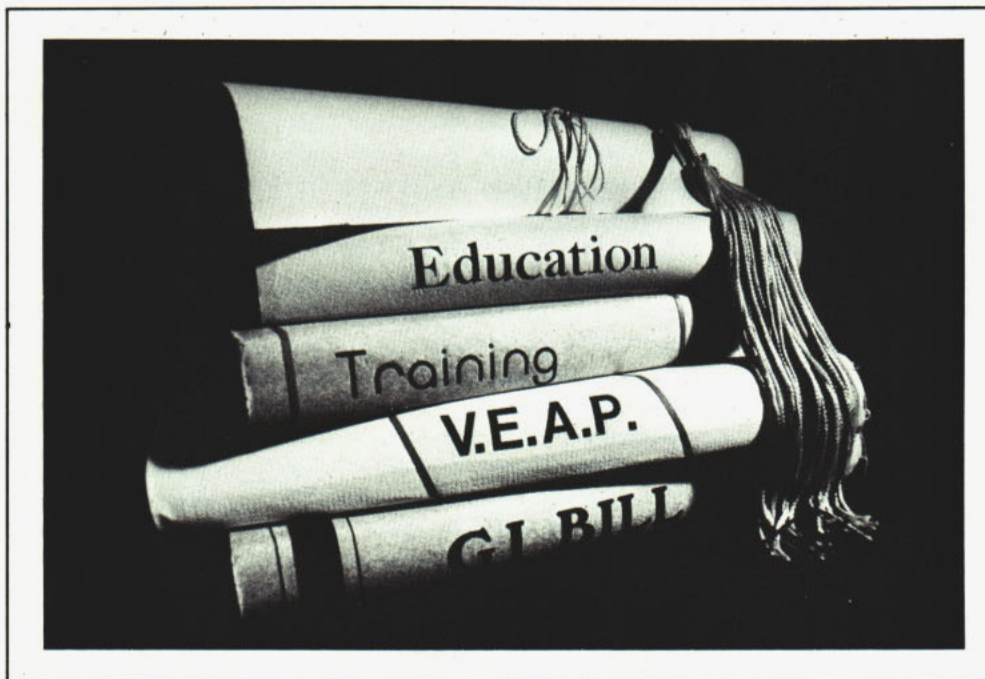
• **USS Dennis J. Buckley (DD 808)**—Reunion June 27-29, 1986, Denver. Contact Charles Black, P.O. Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **800 Destroyer Sailors**—Reunion planned, Summer 1986. Contact Charles Black, P.O. Box 1301, Little Rock, Ark. 72203; telephone (501) 663-6096.

• **USS Consolation (AH 15)**—Reunion Fall 1986. Contact Dr. Thomas C. Deas, 421 Wister Road, Wynnewood, Pa. 19096.

2

Navy Rights & Benefits



Educational Opportunities

Educational Opportunities

The military services have played a leadership role in making military technical training a major factor in American education. The excellence of Navy technical training is widely recognized in the academic world. The American Council on Education (ACE) believes that the military's special ability to train and develop highly skilled individuals in many fields is one reason the quality of service training has caught the attention of academic leaders.

As early as 1945, courses taken in the military services were the first non-campus courses in the country to be recommended for educational credit for courses offered in the civilian academic community. The General Education Development (GED) test—or high school equivalency test—was designed for the military. Millions of men and women possess high school diplomas today because they completed the GED test while on active duty.

Navy Campus: The Navy's Voluntary Education Program

The Navy's commitment to provide education opportunities to its members is carried out through Navy Campus. This voluntary education program enables Navy personnel to pursue further education wherever they are stationed.

Since Navy Campus was established in 1974, thousands of Navy men and women have taken advantage of the education opportunities at their disposal to earn:

- high school diplomas or equivalency certificates
- certificates of civilian apprenticeship
- vocational or technical certificates
- college degrees—associate, bachelor, or graduate.

Navy Campus provides Navy personnel with assistance at every step of the way in defining and achieving individual

goals with educational counseling, free testing services, financial aid, and personal counseling about educational goal setting.

Navy Education Specialists—Civilian education specialists are hired by the Navy to assist Navy personnel in obtaining the desired level of education. The services of the educational specialists are available without cost at most naval facilities in the continental U.S. and abroad. They can help with such things as:

- assisting in establishing realistic educational goals
- evaluating prior civilian and military education, training and experience for credit
- recommending secondary and post-secondary institutions
- assisting in course enrollment and registration
- recommending specific courses and programs of study
- obtaining financial assistance for education.

Navy Campus Programs—Navy Campus includes the following component programs:

- On-Base Navy Campus
- Tuition Assistance (TA)
- High School Completion
- Navy Campus Functional Skills Program
- Servicemembers Opportunity Colleges, Navy (SOCNAV)
- Certificate and Degree Program
- Apprenticeship Program
- Instructor Services.

On-Base Navy Campus—The Navy brings college courses directly to Navy installations worldwide. More than 90 different colleges teach classes at 71 bases. Navy personnel can finish high school, begin to work on a college degree, and possibly even take non-credit courses to learn specific skills. There are also oppor-

tunities to improve basic competencies in reading, mathematics and writing.

Program for Afloat College Education (PACE)—PACE is under review. Its status will be announced.

Tuition Assistance (TA)—TA is available to all active duty personnel at congressionally mandated levels. The Navy pays tuition costs at:

- 100 percent for high school completion
- 90 percent for E-5 through E-9 with less than 14 years of active duty service
- 75 percent for all officers and other enlisted.

Navy Campus education specialists authorize TA for personnel participating in Navy Campus.

High School Completion—Service members can complete high school requirements during off-duty time with full cost of classes paid under Navy TA.

Functional Skills Program—Do you have trouble writing evaluations? Does it take hours to draft a standard Navy letter? Perhaps the voluntary, on-duty program for reading comprehension, math skills and writing could be the answer. Up to 45 hours of classes are offered at most Navy bases and on some surface ships at no cost to the sailor.

Servicemembers Opportunity Colleges, Navy (SOCNAV)

The Servicemembers Opportunity Colleges is a consortium of 438 member colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for the military student. Through SOC, a special associate's degree program, SOCNAV was established for the Navy. Active duty personnel can earn an associate's degree in selected fields of study associated with

Educational Opportunities

their ratings or military occupations. Presently 25 accredited colleges have combined to form worldwide networks in six curricular areas:

- Data Processing
- Management Science
- Flexible/General Studies
- Communications Electronics
- Digital Electronics
- Law Enforcement

All institutions in the SOCNAV program agree to accept credit transferred from any other college in the network. The Navy is planning to have a total of 15 curricular networks in place over the next five years. More colleges are joining the program each month. The following colleges are presently in SOCNAV:

The SOCNAV Colleges

1. Brookdale Community College, Lincoln, N.J.
2. Brunswick Junior College, Brunswick, Ga.
3. Central Texas College, Killeen, Texas
4. Chaminade University, Honolulu, Hawaii
5. City Colleges of Chicago, Ill.
6. College of Lake County, Grayslake, Ill.
7. Columbia College, Columbia, Mo.
8. Eastern Connecticut State University, Willimantic, Conn.
9. Embry-Riddle Aeronautical University, Bunnell, Fla.
10. Florida Junior College, Jacksonville, Fla.
11. Florida State University, Tallahassee, Fla.—Panama Canal Branch
12. Hawaii Pacific College, Honolulu, Hawaii
13. Monterey Peninsula College, Monterey, Calif.
14. New Hampshire College, Manchester, N.H.
15. Pensacola Junior College, Pensacola, Fla.

16. Regents College Degrees, N.Y.
17. St. Leo College, St. Leo, Fla.
18. San Diego Community College, Calif.
19. Skagit Valley College, Mt. Vernon, Wash.
20. Thomas A. Edison State College, Trenton, N.J.
21. Thomas Nelson Community College, Hampton, Va.
22. Tidewater Community College, Portsmouth, Va.
23. Troy State University, Troy, Ala.
24. University of LaVerne, LaVerne, Calif.
25. University of Maryland, Adelphi, Md.

SOCNAV Curriculum Networks

1. Communications Electronics
2. Data Processing
3. Digital Electronics
4. Law Enforcement
5. Management
6. *Flexible* . . . Use as a general studies degree or as a degree to accommodate a non-network specialty.

At least 50 percent of the flexible curriculum can be in free electives or in broad areas that make full use of academic credit awarded for military experiences.

Certificate/Degree Program—Selected civilian institutions under this program waive all residency requirements for graduation. Navy personnel must meet the institution's degree requirements, sign a Letter of Agreement, and complete the program within 10 years. The agreement between the Navy student and the college is valid even upon separation from the Navy.

Apprenticeship Program—This program gives Navy enlisted personnel a means to apply Navy training and cred-

ited work experience in their technical skills to civilian journeyman certification. Apprenticeships are available through agreement with the Department of Labor in 15 ratings, with additional ratings under development. Up to 50 percent of the total required training can be satisfied by appropriate previous experience.

Instructor Services—For instruction in areas not covered by local schools, or not available through normal channels, commanding officers may organize non-credit classes for naval personnel on almost any subject. Professional instructors conduct these classes, which could range from conversational Japanese to family budget preparation. Students pay no tuition for these classes.

Earning College Credits for Navy Formal Training—The American Council on Education (ACE) regularly sends evaluation teams to Navy schools to examine course outlines, visit labs as well as classes, and to talk to instructors. Their recommendations on the number of credits that should be given for completing the Navy courses are published every two years in the Guide to Evaluation of Educational Experiences in the Armed Services. The ACE guide also translates Navy technical school courses into course titles at civilian institutions. The majority of American colleges use the ACE guide recommendations to award Navy personnel advance credit.

Navy Campus educational specialists review credits earned in Navy schools as well as the credits that the ACE guide recommends for experience in a particular rating. Total credits earned in the Navy are then combined with other credits accepted by the college for previous civilian schooling. The result can be the accumulation of a significant number of credits toward a college degree even before formal enrollment begins.

Educational Opportunities

Defense Activity of Non-Traditional Education Support (DANTES)

The Defense Activity for Non-Traditional Education Support (DANTES) is an agency which provides support to the voluntary education programs of all the armed services. Non-traditional education typically means that the educational experiences did not take place in a formal classroom. To document that experience, DANTES runs a comprehensive examination program.

DANTES testing sections, located at major shore stations and on many large ships, provide for the administration of examinations. Navy Campus education specialists give the tests.

The following examinations are available to naval personnel:

- College-Level Examination Program (CLEP)
- DANTES Subject Standardized Tests (DSST)
- Scholastic Aptitude Test (SAT) and American College Testing (ACT) Assessment Program
- ACT's Proficiency Examination Program (PEP)
- General Education Development (GED). The GED is available free of charge to Navy personnel stationed overseas who seek a high school equivalency certificate or diploma. There may be a charge for testing within the continental U.S.
- DANTES also makes available to Navy personnel other examinations and services which include:
 - a.) Graduate Record Exams (GRE)
 - b.) Occupational and Professional Certification Tests.

These tests allow Navy personnel to be certified by national registries in their occupational and professional specialties. DANTES has agreements for certification with more than 18 organizations.

The DANTES Independent Study

Catalog lists all courses from accredited colleges and universities approved for tuition assistance reimbursement. In addition, the DANTES Guide to External Degree Programs provides information about institutions which offer external degrees.

Enlisted Education Advancement Program (EEAP)

The Enlisted Education Advancement Program (EEAP) offers career motivated enlisted members the opportunity to pursue a course of instruction at a participating junior or community college leading to an associate of arts/science degree in a rating-related or management-related discipline.

EEAP provides for the completion of associate degree requirements to improve qualifications for advancement and to improve supervisory abilities of high quality enlisted personnel. Selectees will receive full pay and allowances, less proficiency pay, but will pay all costs for tuition, books and other fees. The course of study must continue through the summer months and the requirements for an associate degree must be completed in 24 calendar months or less. Six years of obligated service will be incurred in exchange for the opportunity to participate in the program.

Eligibility requirements for EEAP are:

- Be on active duty in paygrade E-4 or above
- Have at least four years, but not more than 14 years, of active service as of September 1 in year of application;
- Be a high school graduate or have passed the General Education Development (GED) test
- Have a word knowledge (WK)/arithmetic reasoning (AR) of at least 110 on the Armed Services Vocational Aptitude Battery (ASVAB)
- Have successfully met Navy physical

fitness standards within the past 12 months

- Have no record of conviction by court-martial, non-judicial punishment, or by civil court for other than minor traffic violations during the previous two years
- Must agree to re-enlist or extend enlistment to have six years of active obligated service as of enrollment date;
- Must be recommended by the commanding officer.

See OPNAVNOTE 1510 for details.

Enlisted Commissioning Program (ECP)

The Enlisted Commissioning Program (ECP) is an undergraduate program that provides an opportunity for outstanding career motivated active duty enlisted personnel in the Navy or Naval Reserve, who have previous college credit, to earn a regular commission.

Selectees will be ordered to the ECP on a permanent change of station (PCS) basis and enrolled in a participating Naval Reserve Officers Training Corps (NROTC) host university. ECP students receive full pay and allowances for their enlisted paygrades and are eligible for advancement. Tuition, fees, books and other expenses incurred while participating in the ECP will be paid by the student.

Selectees are expected to complete degree requirements for a non-technical degree in not more than 30 calendar months or a technical degree in not more than 36 calendar months, attending school on a full-time, year-round basis. Eligibility requirements for the ECP are as follows:

1. Be a citizen of the United States.
2. Be an enlisted member of the Navy or Naval Reserve on active duty and have completed at least four years (of which three years were in other than a school environment)

Educational Opportunities

but not more than 11 years of active service as of Sept. 1 in the year of enrollment.

3. Have completed sufficient undergraduate course work to complete requirements for a non-technical degree in 30 months or technical degree in 36 months.
4. Be at least 22 years of age, but able to complete degree requirements and be commissioned prior to 32nd birthday.
5. Have a cumulative grade point average of 2.5 or better on a 4.0 scale (GPA is based on grades for all courses taken).
6. Have certified copy of the Scholastic Aptitude Test (SAT) or the American College Test (ACT) scores from test taken after Aug. 31 of the year preceding. Acceptable scores for this program are 430 verbal/520 math on the SAT, or 19 English/24 math on the ACT.
7. Meet physical standards for officer candidates.
8. Have no record of conviction by court-martial, non-judicial punishment, or civil court for other than minor traffic violations during the two years preceding Nov. 1 of the year of application. Have no record of a felony conviction (military or civilian) regardless of the date, or any record of drug abuse while in an enlisted status.
9. Be recommended by the commanding officer.

Interested persons should see their career counselor and check OPNAVNOTICE 1530 or contact the ECP coordinator, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Broadened Opportunity for Officer Selection and Training (BOOST)

The Broadened Opportunity for Officer Selection and Training (BOOST) program is an academic program which enables enlisted personnel to acquire the scholastic skills and academic credentials to pursue a naval commission through established commissioning education programs such as the Naval Academy or NROTC.

The academic program at BOOST provides college preparatory instruction emphasizing mathematics, physical sciences, and communication skills of reading, writing, listening and speaking. Included in the program are educational and personal counseling, development of study skills and time management. The basic program is followed by an eight week NROTC preparatory session for participants receiving NROTC scholarships.

Eligibility requirements for BOOST are as follows:

- Prospective NROTC Scholarship Program applicants must not have reached their 21st birthday by June 30, 1987. Candidates with active service in the Armed Forces prior to entering BOOST school may be granted a waiver on a month-for-month basis up to a maximum of 27 months. All candidates must be under 24 years of age as of June 30 of the year entering BOOST school.
- Prospective USNA candidates must not have passed their 21st birthday on July 1, 1987, and must be unmarried with no dependents.
- Minimum Scholastic Aptitude Test (SAT) scores for eligibility are: 390 verbal/460 math. Minimum American College Test (ACT) scores for eligibility are: 17 English/20 math.

Interested personnel should see their career counselor and check OPNAVNOTICE 1500 or contact the BOOST program coordinator at the Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Education and Training Management Subspecialty

The ETMS program prepares officers to manage education and training activities. Billets are located throughout the Naval Education and Training Command and at other activities in ranks of O-3 through O-6.

The graduate level curriculum that qualifies officers for the ETMS subspecialty code combines education and training principles with general management. To satisfy the education skill requirements for this subspecialty, officers complete course work in such areas as organizational development, educational research and psychology, resource planning and programming, applications of computer technology to education and training, contract administration and evaluation, and design and evaluation of technical training programs. Officers can usually complete the full-time curriculum in 12 to 15 months.

The officer subspecialty is now available and fully funded at the following universities: Stanford, Harvard, George Washington (Washington, D.C.), Old Dominion, (Norfolk, Va.) San Diego State, Memphis State, and the University of West Florida (Pensacola). In addition, an off-duty curriculum is available at most of these universities and at the University of North Florida/Jacksonville University as well.

For more information on ETMS, contact Chief of Naval Education and Training, Officer Accessions, or NMPC 440.

Educational Assistance—The Veterans Administration (VA) administers three basic educational assistance programs for service members and veterans—the Vietnam Era GI Bill, the Veterans Educational Assistance Program (VEAP), and the Veterans' Educational Assistance Act of 1984 (new GI Bill).

Vietnam Era GI Bill—Veterans who

Educational Opportunities

served on active duty for more than 180 continuous days, any part of which occurred after Jan. 31, 1955, but before Jan. 1, 1977, and (a) were released under conditions other than dishonorable, (b) were discharged for a service-connected disability, or (c) continued on active duty, are eligible for educational benefits under the Vietnam Era GI Bill.

Also eligible are those who contracted with the armed forces and were enlisted in or assigned to a reserve unit before Jan. 1, 1977; and who, as a result of this enlistment or assignment, served on active duty for more than 180 days—any part of which began within 12 months after Jan. 1, 1977—and who were discharged from active duty under conditions other than dishonorable.

Each eligible person with 18 continuous months or more of active duty is entitled to 45 months of full time educational benefits, or the equivalent in part-time benefits. Those with less than 18 continuous months of active duty are entitled to 1.5 months of full-time benefits (or the part-time equivalent) for each month of active duty served. The table on the right shows the various monthly amounts a veteran will receive under the current rates for Vietnam Era GI Bill users. These payments are non-taxable.

Programs of education approved for training under the Vietnam Era GI Bill include apprenticeship, on-the-job training, and cooperative programs. A cooperative program is a full-time program of education. It consists of institutional courses and alternate phases of supplemental training in a business or industrial establishment. Full time institutional training consists of 14 semester hours unless the school has certified to the VA that it considers 12 hours to be full time. Vocational or educational counseling will be provided by the VA on request.

Under the law, each person is entitled to one change of program. Subsequent changes may be approved by the VA. A change from one program to another

when the first is a prerequisite to the second is not considered a change of program.

Veterans who have not received a high school diploma, (or equivalency certificate) or who need deficiency or refresher courses before enrolling in a program of education or training may pursue these courses without charge to their basic entitlement.

GI Bill eligibility generally ceases at the end of 10 years from the date of the veteran's release from active duty or Dec. 31, 1989, whichever occurs first. Eligible members with three consecutive years of active duty service after June 30, 1985, will be automatically converted to the

new GI Bill on Jan. 1, 1990.

Tutorial Assistance—Veterans who use the GI Bill may also be eligible to participate in a program of tutorial assistance. Its purpose is to assist veterans/students to successfully complete an educational goal by providing special help to overcome deficiencies in required subjects.

The school must certify that tutorial help is needed to correct a deficiency in a course which is an essential part of the veteran's program of study.

Veterans may receive up to \$84 monthly until a maximum of \$1,008 is received. Payments are made as reimbursements, not as advance allotments. Application

GI Bill Rates

	No Deps.	1 Dep.	2 Deps.	Each Add. Dep.
INSTITUTIONAL				
Full time	343	409	466	29
Three-quarter	258	307	350	22
Half time	172	205	233	16
COOPERATIVE	278	324	369	21
APPRENTICESHIP/OJT				
1st 6 months	250	280	307	13
2nd 6 months	187	218	244	13
3rd 6 months	124	156	181	13
4th 6 months	62	92	120	13
FARM COOPERATIVE				
Full time	278	324	369	21
Three-quarter	208	243	277	16
Half time	139	163	184	11

ACTIVE DUTY, OR LESS THAN HALF TIME

Tuition cost, not to exceed rate of \$343 for full time; \$258 for 3/4 time; \$172 for 1/2 time or less but more than 1/4 time; \$86 for 1/4 time or less.

CORRESPONDENCE

Reimbursed at a rate of approximately 50 percent of the cost of the course.

Editor's Note: Educational funding has been reduced. The reduced rate applies to training from March 1, 1986, through Sept. 30, 1986.

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for reimbursement should be made promptly after completion of the month or term in which tutoring was received. Benefits may only be paid, however, for tutoring received within the one-year period preceding the date the claim was received by the VA.

VA Work-Study Program—Veterans using their GI Bill educational benefits who enroll full time in college degree vocational or professional programs may “earn while they learn” under the VA work-study program. Veterans in a vocational rehabilitation program are also eligible to participate in the work-study program.

Selection of applicants is based primarily upon a veteran’s need to supplement monthly educational assistance or subsistence allowances. The number of applicants selected will depend upon the availability of VA-related work at the veterans’ school or at VA facilities in the area.

Veterans may work a maximum of 250 hours per semester (or other enrollment period). Payment will be at the rate of \$3.35 per hour, or an amount equal to the hourly minimum wage, whichever is greater. A veteran may work less than 250 hours depending upon work availability, class schedule and personal needs.

Under the work-study agreement, veterans may receive payment for 40 percent of the hours of services in advance. After the advance, additional payments are made in arrears for each 50 hours of service performed.

Services performed under the VA work-study program must be VA-related in nature. Examples of such services might include processing of VA paperwork at schools or VA regional offices, outreach services under the supervision of a VA employee, and services performed at VA medical facilities and offices of the VA National Cemetery System. These examples are not all-inclu-

sive—the nature of work will depend upon a veteran’s interests and the type of work situation available.

Veterans Educational Assistance Program (VEAP)

The Veterans Educational Assistance Program (VEAP) replaced the Vietnam Era GI Bill for service members who entered the Navy for the first time during the period Jan. 1, 1977, through June 30, 1985. To remain eligible for the

VEAP, members must have initially enrolled prior to the June 30, 1985, deadline. Eligible members may contribute to the VEAP either by monthly allotments of \$25 to \$100 in \$5 increments or by lump sum contribution. Members must agree to participate in the VEAP for a minimum of 12 consecutive months, but disenrollment prior to 12 months is permitted in cases of financial hardship. The maximum amount that a service member can contribute is \$2,700. The Navy will match contributions at a rate of \$2 for every \$1 contributed by the participant.

VEAP Contributions

Your Contribution	You Save	Government Contribution	Total
After One Year			
\$25 a month	\$300	\$600	\$900
\$50 a month	\$600	\$1200	\$1800
\$55 a month	\$660	\$1320	\$1980
\$60 a month	\$720	\$1440	\$2160
\$65 a month	\$780	\$1560	\$2340
\$70 a month	\$840	\$1680	\$2520
\$75 a month	\$900	\$1800	\$2700
\$100 a month	\$1200	\$2400	\$3600
After Two Years			
\$25 a month	\$600	\$1200	\$1800
\$50 a month	\$1200	\$2400	\$3600
\$55 a month	\$1320	\$2640	\$3960
\$60 a month	\$1440	\$2880	\$4320
\$65 a month	\$1560	\$3120	\$4680
\$70 a month	\$1680	\$3360	\$5040
\$75 a month	\$1800	\$3600	\$5400
\$100 a month	\$2400	\$4800	\$7200
After Three Years			
\$25 a month	\$900	\$1800	\$2700
\$50 a month	\$1800	\$3600	\$5400
\$55 a month	\$1980	\$3960	\$5940
\$60 a month	\$2160	\$4320	\$6480
\$65 a month	\$2340	\$4680	\$7020
\$70 a month	\$2520	\$5040	\$7560
\$75 a month	\$2700	\$5400	\$8100
\$100 a month	\$2700*	\$5400	\$8100

*Maximum service member contribution is \$2700.

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With Navy matching funds, the maximum account amount is \$8,100.

Participants receive monthly benefit payments based on the number of months they contributed, or for 36 months, whichever is less. The maximum monthly benefit payment is \$300. Benefits may be used in the same education programs authorized under the Vietnam Era GI Bill except for apprenticeship, on-the-job training programs and cooperative programs.

If entry into the service was on or before Sept. 7, 1980, (enlisted) or Oct. 16, 1981, (officer), veterans must have served on active duty for a continuous period of more than 180 days or have been discharged for a service-connected disability. If entry into the service is after the above listed dates, veterans must serve on active duty for a continuous period of 24 months. Benefits may be used in service after completion of the first obligated period of active duty or six years, whichever is less. Participants have 10 years from the date of last discharge or release from active duty within which to use these benefits. The table on page 45 shows the accumulation of funds by various monthly allotment amounts over periods from one to three years. The Navy's governing directive of the VEAP is OPNAVINST 1780.1.

Veteran's Educational Assistance Act of 1984 (New GI Bill)

The Veterans' Educational Assistance Act of 1984 established a program of education benefits for individuals entering military service from July 1, 1985, through June 30, 1988. Service members entering active duty during that period will have \$100 per month deducted from their pay for the first 12 months of their service, unless they specifically elect not to participate in the program. Service members eligible for the Vietnam Era GI

Veterans Benefits Timetable

YOU HAVE (after separation from service)	BENEFITS	WHERE TO APPLY
10 years	New GI Bill: The VA will pay you while you pursue an approved program of education.	Any VA office
10 years or until Dec. 31, 1989, whichever comes first.	Vietnam Era GI Bill: The VA will pay you while you complete high school, go to college, learn a trade, either on the job or in an apprenticeship program.	Any VA office
10 years	VEAP: The VA provides financial assistance for education and training of participants.	Any VA office

Bill as of Dec. 31, 1989, who serve three continuous years of active duty service after June 30, 1985, are also eligible for the new GI Bill with no deduction in pay required. Naval Academy or NROTC scholarship graduates commissioned after Dec. 31, 1976, are not eligible for this program.

Active duty for three years, or two years active duty plus four years in the Selected Reserves, will entitle an individual to \$300 per month for 36 months. There are also several discretionary, targeted benefits which Navy is not authorized to use at this time. Benefits accrued under the new GI Bill can be utilized only for residence programs in institutions of higher learning and residence courses in non-college degree schools. In-service use of benefits is available after two years of active duty, and veterans have 10 years from date of discharge to utilize their benefits. An honorable discharge is required.

An educational entitlement program is also available for members of the Selected Reserve. Eligibility applies to individuals who, from July 1, 1985, through June 30, 1988, enlist, re-enlist, or extend an enlistment for a six-year period. Benefits may be paid to eligible members of the Selected Reserve who complete their initial period of active duty for training and complete 180 days of service in the

Selected Reserve. Full-time payments will be \$140 per month for 36 months.

Further information can be found in the Navy's governing directive on the new GI Bill, OPNAVINST 1780.2.

Keeping VA Posted

Do you keep the VA informed of your current address?

If you need to submit a change, send it to one of the addresses listed whichever holds your records giving your name, VA file number and your mailing address:

Veterans Administration Center
P.O. Box 8079
Philadelphia, Pa. 19101

Veterans Administration Center
Federal Building, Fort Snelling
St. Paul, Minn. 55111

College Degree Program

The College Degree Program provides an opportunity for officers in grades of chief warrant officer 2 through commander to earn a bachelor's degree. Selected officers can take up to 18 months of full-time study to complete degree requirements in service-related

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Educational and Career Opportunities For Enlisted People (Voluntary)

fields at a civilian university. Participants receive full pay and allowances, but must pay their tuition and other school-related expenses. Program details are outlined in OPNAVINST 1520.26.

Graduate Education

Graduate education is increasingly important to the naval officer as a means of enhancing professional development. There are several avenues available to achieve this goal, the first and foremost being fully funded graduate studies at either the Naval Postgraduate School (NPS), Monterey, Calif., or at selected civilian universities. Annually, a selection board reviews the records of officers in certain year groups for these programs. (Programs and year groups are provided in an annual OPNAVNOTE 1520.) Officers are selected based on professional performance, academic background (including off-duty education) and Navy's requirements for subspecialists. Selectees are eligible for graduate education during a three-year period, depending on their availability for orders, and may be re-selected for additional eligibility periods.

Currently, approximately 1,680 officers from all services and some foreign countries are attending NPS and studying such curricula as aeronautical and naval systems engineering, communications, electronic warfare, command and control, anti-submarine warfare, national security affairs, management sciences or computer technology. An additional 150 naval officers per year enter civilian institutions to study naval architecture, ship construction, civil engineering, supply systems management, religion or law.

A limited number of officers (approximately 30 annually) may be selected for the Advanced Education Program (AEP). The AEP provides an opportunity for officers to attend a civilian university for up to 24 months of full-time study to complete master's level

Program Description	Eligibility Requirements	Obligated Service Time
VOLUNTARY EDUCATION PROGRAMS		
On-Base Navy Campus Program includes both high school and college courses taught by civilian instructors on the base.	Must be serving on active duty.	None but must complete the course successfully.
SOCNAV (Servicemembers Opportunity Colleges, Navy) Associate degree program provides two year degree program in fields related to specific Navy ratings.	Must be serving on active duty.	None but must complete the course successfully.
Navy Campus High School Studies Program teaches basic skills in reading, math, English.	Must be serving on active duty.	None but courses taken to complete high school diploma requirements must be during off-duty time.
Tuition Assistance	All active duty personnel.	None for enlisted; officers must agree to remain on active duty for two years from the time they complete the course.
EEAP Career-oriented enlistees have a chance to earn an associate of arts/science degree in job-related disciplines.	Must have four to 14 years of active duty service and GCT/ARI of 110 or more; CO recommendation and high school diploma (or GED); and have no record of conviction by court-martial.	Agree to re-enlist or extend six years as of school enrollment date.
ECP Enlisted members with previous college credits may complete degree requirements and earn a commission upon graduation.	Must be serving on active duty with four to 11 years in service; 22-32 years old; physically qualified for appointment in unrestricted line; have no record of court-martial; be recommended by CO and have 2.5 GPA on 4.0 scale for prior college work.	Four years of active commissioned service from date of commissioning.

Educational Opportunities

Educational and Career Opportunities For Enlisted People (Vocational)

graduate study. Their studies must be consistent with their designators and lead to earning a subspecialty. Commissioned officers in grades of lieutenant (junior grade) through lieutenant commander are generally eligible. Participants receive full pay and allowances, but must pay their tuition and other educational expenses. The program is described in an annual OPNAVNOTE 1520.

Another alternative is the Scholarship Program. A limited number of officers can accept a scholarship or fellowship to undertake graduate studies leading to a P-coded subspecialty. Participants receive full pay and allowances for up to two years of study. Tuition and all other educational expenses must be paid by the scholarship donor or individual officer. Program details are outlined in OPNAVINST 1520.24.

Approximately five officers may be selected annually to study in the Law Education Program. This program provides up to 36 months of full time, fully funded study at an ABA approved law school to earn the LLB or JD degree. Satisfactory completion of the program leads to assignment and detail as judge advocates in the Navy. Officers who are college graduates and serving in paygrade O-3 or below are generally eligible to apply. Program details are in SECNAVINST 1520.7D.

A final alternative is attending college on off-duty time. If the prospective curriculum is approved and meets subspecialty requirements, the Navy will provide funding through the TA program for up to 75 percent of tuition and related educational expenses. Individuals may also undertake any program on off-duty time utilizing GI Bill benefits, VEAP, or personal finances.

For more information, personnel should check the current OPNAVNOTE 1520 (Graduate Education Program) and applicable program directives discussed above. In addition, the Office for Continuing Education at NPS directs officer graduate work and provides self-study courses in specific areas.

Program Description	Eligibility Requirements	Obligated Service Time
VOCATIONAL SCHOOLS PROGRAMS		
Selective Training and Reenlistment (STAR) program gives enlisted people guaranteed assignment to Class 'A' school with automatic advancement to PO2 upon successful completion of 'C' school.	Open to PO3, PO2 and E-3 meeting professional growth criteria. Currently assigned to CREO Group A, B, C, or D or a critical skill NEC. CO recommendation. At least 21 months but not more than six years of continuous active naval service. Must be serving first enlistment.	Agree to enlist or re-enlist for six years. Meet obligated service for entry into guaranteed school.
Selective Conversion and Reenlistment (SCORE) program guarantees assignment to 'A' school with automatic conversion upon graduation. Also grants automatic advancement to PO2 upon completion of "C" school, which is listed in CSL.	Open to male and female PO1, PO2, PO3, and identified strikers meeting professional growth criteria. Currently assigned to rating in CREO Group C, D, or E. At least 21 months of active duty but not more than 15 years.	Agree to extend for conversion of rating and enlist/re-enlist for six years after conversion.
Class 'A' School teaches the basic skill of a rating. Successful completion and graduation leads to striker identification or PO3.	Open to enlisted men and women in paygrades E-2 and E-3 meeting school entrance requirements. Must have six months aboard present duty station.	Active duty obligation varies with length of school.
Class 'C' School offers advanced technical training and may increase promotional chances under STAR and SCORE programs.	Open to male and female PO3 through CPO with 12 months on board present duty station. Must meet school entrance requirements. Submit request at least three months before re-enlistment.	Attendance at 'C' school carries minimum four year active duty obligation.



Submariners don't get topside very often. When they do, it's usually for maintenance. Sailors from USS Bremerton (SSN 698), Seventh Fleet nuclear-powered attack submarine, paint the sub's tail fin while in port at Subic Bay, R.P. Photo by PHC Chet King.

